[Dr. Laxmi Narayan Pandeya]

liable to be cancelled any time on the ground of below average production. Due to application of different unscientific methods of average test in different states and inaccurate measurement, thousands of the farmers have to face great difficulties. This matter is of public interest and of urgent nature as future of thousands of the farmers depends on it. Some difficulty and crisis may occur in deciding the policy and in the renewal of the licences of the farmers. So, I request the Minister of Finance to make a statement about it.

(v) **Need for oil exploration in North and South 24 Parganas and Nadia districts in West Bengal and Kathana—Kalamsar in Gujarat**

*[English]*

SHRI CHITTA BASU (Barasat). It has been widely reported in the Press that two large areas in West Bengal and Gujarat are floating on oil. But these reservoirs are not being properly exploited. The areas are North and South 24 Parganas and Nadia Districts of West Bengal extending upto the Indo-Bangladesh border, and Kathana-Kalamsar in Gujarat.

It is claimed by a retired superintending geologist that the giant petroleum reserve in West Bengal and the adjoining off-shore Bay of Bengal was discovered in 1984, by stratigraphic interpretation of sophisticated seismic data. The off-shore data was acquired by Notomos group of oil companies of USA and on-shore data of the Southern part of West Bengal by a Soviet team.

The ONGC have the necessary technology knowhow and equipment for exploiting this reservoir of oil in West Bengal. It is estimated that an additional 22 million tonnes of crude oil per year would have been produced to make India self-sufficient in oil within a short period of time.

This has been deliberately scuttled by the interested oil lobbies within the country and outside who are interested in perpetuating India's oil dependence on other.

I demand a statement from the Petroleum Minister on the subject.

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**12.00 hrs.**

## RAILWAY BUDGET, 1991-92--GENERAL DISCUSSION AND *DEMANDS FOR GRANTS—(RAILWAYS), 1991-92

*[English]*

MR. SPEAKER: The House will now take up the combined discussion on (i) General Discussion on the Budget (Railways) for 1991-92 and (ii) Discussion and Voting on the Demands for Grants (Railways) for 1991-92 for which 8 hours have been allotted.

Hon. Members present in the House whose cut motions to the Demands for Grants (Railways) for 1991-92 have been circulated, may, if they desire to move their cut motions, send slips to the Table within 15 minutes indicating the serial numbers of the cut motions they would like to move. Those cut motions only will be treated as moved.

A list showing the serial numbers of cut motions treated as moved will be put up on the Notice Board shortly. In case any Member finds any discrepancy in the list he may kindly bring it to the notice of the Officer at the Table without delay

Motion moved:

"That the respective sums not exceeding the amounts shown in the fourth column of the Order Paper be granted to the President of India out of the consolidated fund of India, to complete

*Moved with the recommendation of the President.

the sums necessary to defray the charges that will come in the course of payment during the year ending the 31st Day of March, 1992, in respect of the head of demands entered in the second column thereof against Demands Nos 1 to 16 '

**Demands for Grants (Railways) for 1991-92 to be submitted to the Vote of Lok Sabha**

| No of Demand | Name of Demand | Amount of Demand for Grant on Account voted by the House on 11-3-91 | Amount of Demand for Grant submitted to the Vote of Lok Sabha |
|---|---|---|---|
| 1 | 2 | 3 | 4 |
| | | Rs | Rs |
| | Railway Board | 3 69 09 000 | 7 38 17 000 |
| | Miscellaneous Expenditure (General) | 24,37 58 000 | 48,75,16,000 |
| | General Superintendence and Services on Railways | 173 30,99 000 | 346,61,99,000 |
| | Repairs and Maintenance of Permanent Way and Works | 351,43,01,000 | 688,36 02,000 |
| | Repairs and Maintenance of Motive Power | 274 98,71,000 | 549,97,42,000 |
| | Repairs and Maintenance of Carriages and Wagons | 371,10 34 000 | 735,20,67,000 |
| | Repairs and Maintenance of Plant and Equipment | 185 80 79 000 | 357,07,57,000 |
| | Operating Expenses Rolling Stock and Equipment | 290,73,11 000 | 581,46,22,000 |
| | Operating Expenses Traffic | 562,15,41,000 | 1124,30,83,000 |
| | Operating Expenses– Fuel | 638,48,01,000 | 1247,50,03,000 |
| | Staff Welfare and Amenities | 127,80 31 000 | 255,60,62,000 |
| | Miscellaneous Working Expenses | 194,01 82,000 | 363,53,65,000 |
| | Provident Fund, Pension and other Retirement Benefits | 323,18,52,000 | 646,37,03,000 |
| | Appropriation to Funds | 1040 66,67,000 | 2316,33,33,000 |
| | Dividend to General Revenues, Repayment of loans taken from General Revenues and Amortization of Over-Capitalization | 8 73,54 000 | 1138,26,46,000 |
| | Assets Acquisition, Construction and Replacement | | |
| | Revenue | 16,00,03,000 | 29,00,07,000 |
| | *Other Expenditure* | | |
| | Capital | 1861,45,16,000 | 4217,15,19,000 |
| | Railway Funds | 800,79,36,000 | 1584,58,71,000 |

[*Translation*]

SHRI SURYA NARAIN YADAV Mr Speaker, Sir I have been operated upon I cannot write continuously for fifteen minutes Therefore, I may kindly be provided assistance of staff (*Interruptions*)

[*English*]

MR SPEAKFR Mr Anna Joshi please

SHRI RAM NAIK (Bombay-North) Sir, before the discussion starts I would like to make a point My experience of last year shows that we generally do not get replies for the cut motions that are moved here in the House Sir, if the Railway Minister pays attention he will understand what I am saying

MR SPEAKER Mr Minister, there is something on your Demands

SHRI RAM NAIK Sir I was suggesting that whatever cut motions are supposed to have been moved here, we should get replies from the Minister Unless we get the reply, there is no purpose in moving the cut motions If we start moving every cut motion then it will take time of the House So, I suggest that the practice of giving replies to the cut motions should be followed

MR SPEAKFR You would like to get the reply in the House itself

SHRI RAM NAIK Sir he can give in writing This practice is being followed in so many legislatures So, I would suggest that the Minister should send replies to our cut motions

THE MINISTER OF RAILWAYS (SHRI C K JAFFER SHARIEF) Sir, generally, the points raised by Members during the course of the discussion are taken note of and they are being answered when we give reply to the debate Different points are raised in the cut motions, some of which we may be able to answer and some of them we may not be able to answer And, it has not been the practice in the past Cut motions are always put and voted but they are never answered I think all the Members know what is the practice being followed in the past in this regard, and the same practice should continue

MR SPEAKER What generally is being done is that you collect all the cut motions and if they are on one point and the point is of greater importance then you reply them on the floor of the House Generally that is done

Supposing there are some specific cut motions for which you cannot have time to reply in the House itself, they are collected and then you give reply in writing

SHRI ANNA JOSHI (Pune) Respected Speaker, Sir before I start discussion on the Railway Budget I would like to draw the attention of this august House towards the report of a Press Conference

In his first Press Conference on 25th June, the hon Railway Minister Shri Jaffer Sharief has said

> The message should go to the people that there was a Government which meant business and it should be reflected in the Railways' work

Sir keeping these words in mind I tried to go through his Budget and his Budget Speech as every Member of this House must have done and what is that message?

(1) Does the Railway Minister want to start any new train? – No

(2) Does he want to lay any new lines?—No

(3) Does he want to start a new gauge conversion? - No

(4) Does he agree to reinstate a single worker from the seven hundred suspended workers in 1974?—No

SHRI BASU DEB ACHARIA (Bankura) They were dismissed, not suspended

SHRI ANNA JOSHI Yes

(5) Does he want to give any relief to the lakhs of unfortunate suburban commuters of Bombay, Calcutta and Madras? No

(6) Does he have any plan to curb corruption, thefts and frauds which are depriving Railways a revenue of Rs 2000 crores annually? No

7) Does he want to help Railways complete its ambitious Konkan Railway Project by clearing the aid of Rs 250 crores?—No

Through you I would like to know the message

It is said that in love when the Lady says No, no that means Yes' What message the hon Minister wants to give through this 'No no'?

MR SPEAKER If you think that is the message then it is 'Yes'

SHRI ANNA JOSHI Sir, it is not a Budget of a promising, determined Minister who has kept before his eyes that poor unfortunate man who has been deprived of all the facilities and charms of travelling and who has to pay increased fares and face utterly deteriorated services Budget after Budget every year

Regarding Budget, I know that it is the Annual Financial Statement of the estimated Receipts and Expenditure but then, will you excuse me if I call it an Auditor's Budget It is not a Railway Minister's Budget There is nothing remarkable in it We were expecting new structural changes, namely, new structure of finances some technological innovations and financial and technological devices for augmentation of resources

Eventhough, our revenues collections through fares and freight charges were increasing year after year there is a chronic tendency in increasing the fares and freight charges It seems we don't see any other resources than these

The Indian Railways are the lifeline of the country connected with the growth of the economy and the integrity of the nation Economic, industrial and agricultural developments are inter-woven with its performance

The Railways which were only 34 kms long in the beginning, i e from Bombay V T to Thane, is now 62,000 km long and it is the second largest Railway under one management in the world It is carrying nearly one crore passengers every day at any given point and transports six lakh to seven lakh tonnes of good every day This is the given situation What are the social constraints?

(1) Transport of essential commodities

(2) Passenger and other coach services

(3) Burden of uneconomical branch lines

(4) Free movement of relief measure

(5) Defence movements

So the direct or indirect burden of these social constraints is of the order of Rs 210393 crores in the year 1990 91 as compared to Rs 322 crores in 1980 81

Unlike our country in all the other countries, this burden is borne by the revenue department So, having these facilities on the one side and on the other side these constraints how can we change the future of Railways without going in for the increase in fares?

Railways must build up their capital assets which can be long-term sources of revenue and expansion. For example renewal of rail track is very essential from the point of safety as well as productivity We have got nearly 62,000 km long track, out of that by the end of the Seventh Five

[Sh. Anna Joshi]

Year Plan, the accumulated track renewal was 12,000 km. This is a serious threat to our safety and productivity. If track renewal is pending the turnround time of wagons increases, as a result the efficiency suffers and so also the revenue income suffers.

The major defect of this Railway Budget is that it has concentrated more on revenue assets and not on capital aspect forgetting that capital assets themselves in the long run generate revenue and save expenditure. For instance, if the fuel efficiency engines are devised, lot of expenditure on fuel is saved and deficit can be reduced

We have got three types of locos diesel, steam and electric. Out of three, steam engines are costly and electric engines are cheaper. Moreover, steam engines pollute the air So, it should be our aim to discard steam engines completely. For that, maximum electrification is required Out of 62,000 km. long track, we have electrified 13.5 per cent of that track, the remaining track has to be electrified. The cost of electrification is Rs. 9 to 10 lakh per km. At that time, we had set up a Raj Committee to find out the devices for minimising the cost. They have come to the conclusion that the cost per km. can be brought down to Rs. 5 to 6 lakh. So, I urge the Railway Minister through you that the Report of the Raj Committee should be implemented so that maximum electrification can be done quickly and in a phased manner. The steam engines can be shunted out and thereby operation cost can be reduced.

Railways have got large properties, buildings and vast open land along the track. The Air India and the Indian Airlines have set up an independent authority to look after their properties, buildings and open land. I suggest that the Railways should have an independent railway authority to look after their properties, buildings and vast open land. They can construct their commercial buildings and develop agricultural farms on the open land so that they can have resources from that also.

There are many public sector undertakings under our Railways. They are as follows:

(1) Rail India Technical & Economical Services Ltd.

(2) Indian Railways Construction Co. Ltd.

(3) Indian Railways Finance Corporation Ltd.

(4) Container Corporation of India

(5) Konkan Railway Corporation

As far as RITES is concerned, they are giving consultancy services. I am proud to say that this Company has rendered services to 33 countries in three continents -Asia, Africa and Latin America. Lot of money can be made from these Corporations and they can be a very good source for our developmental activities. That is my suggestion.

If you see the chart which is given here, you will find that only 2 per cent out of the total allotment of money goes for research and development; only two paise out of Re. 1 are going for research and development.

I think that it is a great folly on the part of the Railways. You cannot say that the money spent on research and development is a waste. On the contrary, it is an investment in development and it will pay us in future.

For example, there were many accidents between Calcutta and Burdwan and our research and development department devised one automatic warning system. As a result of that the total number of accidents on that line came down and it proved to be very useful. But what happened afterwards? After some years that automatic warning system was discarded. Do you know why? Some magnetic point which was connected to the rails was stolen and the officers did

not want to intensify vigilance to keep track of it. With the result that device was abandoned.

I may mention that instead of paying compensation of one lakh of rupees and also losing a man, it is better to lose some money for these devices. Therefore, I request the Minister to pay more attention to our research and standards organisation.

The hon. Railway Minister has talked of plugging the loopholes here and there. It is not so light. He should have looked at it more seriously No serious efforts are being done to curb corruption, thefts and frauds which deprive the Railways to the tune of Rs. 2,000 crores annually. I hear that on various lines various types of frauds are taking place, and some thefts are also taking place. The Minister will have to pay more serious attention because money saved is money gained. Therefore, this loss of Rs. 2,000 crores has to be avoided.

Lastly, we have one more expectation from the Government When the Railway Minister gives his reply, we would like to have a categorical statement from him about the clearance of the Konkan Railway Project, costing Rs. 250 crores, so that the work can be completed within the prescribed time.

MR. SPEAKER. I would like to bring to the notice of the hon members that the time allotted for the discussion is eight hours. The Congress Party has three hours and fifteen minutes and I have a list of 35 members given by the Congress Party. The BJP has one hour and forty-two minutes and the list given by the BJP is of 12 members. The Janata Dal has 49 minutes and the list given by them is of four members. CPI(M) has 30 minutes and I have received no list so far. The CPI has got 11 minutes and only one member is to speak. Telugu Desam Party has got ten minutes and there are two members to speak. AIADMK has ten minutes and only one member is there to speak.

I am bringing this to your notice so that while speaking, you will keep the time constraint in mind.

SHRI BASUDEB ACHARIA: How many minutes are allotted to CPI(M)?

MR. SPEAKER: Only thirty minutes and you have not given any list. I am not saying that you have to restrict to this time only. Please bear in mind that these are the constraints under which we have to proceed.

SHRI RAM KAPSE (Thane): Our opening speaker did not take long.

MR. SPEAKER. He did stick to the time.

SHRI M. R. JANARTHANAN (Tirunelveli). What about AIADMK?

MR SPEAKER: AIADMK gets ten minutes.

SHRI PIUS TIRKEY (Alipurdwar): What about RSP?

MR SPEAKER RSP and others get eleven minutes. I will take care of you Now Shri Dharam Pal Singh Malik

SHRI GIRDHARILAL BHARGAVA (Jaipur). I beg to move:

> "That the Demand under the Head Railway be reduced by Rs. 100".
>
> [Need to start diesel multiple unit on Delhi-Shamli Saharanpur and Delhi-Meerut sections](1)
>
> "That the Demand under the Head Railway be reduced by Rs. 100".
>
> [Need to electrify the Delhi-Sonepat-Panipat section in Northern Railway.](2)
>
> "That the Demand under the Head Railway be reduced by Rs. 100"

[Sh Girdharilal Bhargava]

[Need to introduce more trains on Delhi-Sonepat-Panipat sections] (3)

"That the Demand under the Head Railway be reduced by Rs 100"

[Need to include the ticket collection staff in the running staff and to provide them all other facilities] (4)

"That the Demand under the Head Railway be reduced by Rs 100"

[Need to beautify Jaipur railway station in consonance with its image as Pink City and to also provide more facilities to the second class passenger at the stations] (5)

"That the Demand under the Head Railway be reduced by Rs 100"

[Need to introduce Ring Railway service in Jaipur] (6)

That the Demand under the Head Railway be reduced by Rs 100"

[Need to convert Delhi-Jaipur Ahmedabad metre gauge line into broad gauge line] (7)

"That the Demand under the Head Railway be reduced by Rs 100"

[Need to provide more funds to complete the work on Sawai Madhopur-Jaipur broad gauge line early] (8)

"That the Demand under the Head Railway be reduced by Rs 100"

[Need to introduce two shuttle trains on Bandikui-Phulera section so as to reduce the traffic load on Jaipur-Bandikui section] (9)

"That the Demand under the Head Railway be reduced by Rs 100"

[Need to include the ticket checking staff in the running staff and to give them all other facilities] (10)

"That the Demand under the Head Railway be reduced by Rs 100"

[Need to provide all types of facilities in the building housing where computer at Jaipur railway station] (11)

"That the Demand under the Head Railway be reduced by Rs 100"

[Need to provide all amenities for IInd class passengers at Jaipur railway station] (12)

That the Demand under the Head Railway be reduced by Rs 100"

[Need to introduce DMU on Jaipur-Ajmer section] (13)

"That the Demand under the Head Railway be reduced by Rs 100"

[Need to introduce DMU on Jaipur-Alwar section] (14)

"That the Demand under the Head Railway be reduced by Rs 100"

[Need to attach more bogies to the trains running on Delhi Sonepat-Panipat Section] (15)

"That the Demand under the Head Railway be reduced by Rs 100"

[Need to provide cold drinking water to the passengers at Jaipur station in summer] (16)

"That the Demand under the Head Railway be reduced by Rs 100"

[Need to provide hygienic food at cheaper rates at Jaipur station] (17)

"That the Demand under the Head Railway be reduced by Rs 100"

[Need to introduce two fast trains between Bandikui-Phulera to Jaipur.] (18)

"That the Demand under the Head Railway be reduced by Rs 100".

[Need to construct an over bridge near West signal at Sahibabad railway station on Delhi GZB section.] (19)

"That the Demand under the Head Railway be reduced by Rs 100"

[Need to construct over bridge on the road to Bias Godam, Jhotwada, Malviya Nagar, Hasanpura Marg and civil lines in Jaipur.] (20)

"That the Demand under the Head Railway be reduced by Rs. 100"

[Need to attach more bogies to the trains on Delhi-Shamli-Saharanpur railway section] (21)

"That the Demand under the Head Railway Board be reduced by Rs 100"

[Need for allocating adequate funds in the current year for Jodhpur-Veerampaon gauge conversion project] (177)

"That the Demand under the Head Railway Board be reduced by Rs 100".

[Need for providing automatic signal system on broad gauge lines in Rajasthan.] (178)

"That the Demand under the Head Railway Board be reduced by Rs. 100".

[Need for intensifying the work of electrification of trunk routes keeping in view the shortage of diesel.] (179)

"That the Demand under the Head Railway Board be reduced by Rs. 100".

[Need for providing air conditioned chair car in Pink City Express and other trains running on metre gauge lines in Rajasthan.] (180)

"That the Demand under the Head Railway Board be reduced by Rs. 100"

[Need for manufacturing more coaches for trains running on metre gauge lines.] (181)

"That the Demand under the Head Railway Board be reduced by Rs 100".

[Need for reducing the rate of tea to 75 paise per cup in railway stations after restoring the system of serving tea in earthen pots.] (182)

"That the Demand under the Head Railway Board be reduced by Rs 100".

[Need for inquiring into different rates of soft drinks being charged at different stations in Pink City Express train.] (183)

"That the Demand under the Head Railway Board be reduced by Rs 100".

[Need for constructing four lanes on Bais Godam railway over bridge at Jaipur] (184)

"That the Demand under the Head Railway Board be reduced by Rs 100".

[Need for providing two minutes halt for Delhi-Ahmedabad Mail train and other super fast trains at Gandhi Nagar (Jaipur) Station.] (185)

"That the Demand under the Head Railway Board be reduced by Rs. 100".

[Need for providing halt for Marudhar Express train at Bassi railway Station.] (186)

That the Demand under the Head Railway Board be reduced by Rs. 100".

[Sh Girdharilal Bhargava]

[Need for running trains towards West on Jaipur-Siwai Madhopur metre gauge rail line in Jaipur] (187)

That the Demand under the Head Railway Board be reduced by Rs 100"

Need for providing additional quota of seats and berths in trains for Bombay at Jaipur railway station] (188)

SHRI RASA SINGH RAWAT (Ajmer) I beg to move

"That the Demand under the Head Railway Board be reduced by Rs 100"

'Need to convert Delhi Jaipur-Ajmer-Ahmedabad metre gauge line into broad gauge line] (22)

"That the Demand under the Head Railway Board be reduced by Rs 100"

[Need to construct and extend all the platform of Ajmer station] (23)

"That the Demand under the Head Railway Board be reduced by Rs 100"

[Need to conduct survey and to construct a new rail line on Ajmer-Pushkar Medta route] (24)

That the Demand under the Head Railway Board be reduced by Rs 100"

[Need to convert Ajmer-Chittor metre gauge-route into broad gauge line] (25)

"That the Demand under the Head Railway Board be reduced by Rs 100"

[Need to lay a new rail line from Ajmer-Nasserabad Kekri-Deoli to Kota via Bundi] (26)

"That the Demand under the Head Railway Board be reduced by Rs 100"

[Need to conduct survey and to construct a new rail line on Ajmer Kishangarh - Roopngarh - Parbatpur route] (27)

That the Demand under the Head Railway Board be reduced by Rs 100"

[Need to provide double line on Delhi-Ahmedabad metre gauge line to increase the speed of trains] (28)

That the Demand under the Head Railway Board be reduced by Rs 100

[Need to expand and beautify Beawar station] (29)

'That the Demand under the Head Railway Board be reduced by Rs 100"

Need to provide adequate amenities to passengers at small stations also] (30)

That the Demand under the Head Railway Board be reduced by Rs 100

Need to construct large retiring room equipped with all the amenities for passengers at Ajmer railway station] (31)

That the Demand under the Head Railway Board be reduced by Rs 100

Need to construct new railway colonies and to expand and ensure proper maintenance of existing railway colonies and their buildings] (32)

That the demand under the Head Railway Board be reduced by Rs 100'

[Need to provide air conditioned additional sleepers adequate catering facilities in the long distance trains] (33)

'That the demand under the Head Railway Board be reduced by Rs 100"

[Need to safety and punctuality of long distance trains] (34)

"That the demand under the Head Railway Board be reduced by Rs. 100".

[Need to give preference in employment to the eligible and desiring dependents of former/late railway employees.] (343)

"That the demand under the Head Railway Board be reduced by Rs. 100"

[Need for an over all improvement in the standard of railway schools.] (344)

"That the demand under the Head Railway Board be reduced by Rs 100".

[Need to take necessary and effective steps to remove the prevailing malpractices in railways.] (345)

"That the Demand under the Head Railway Board be reduced by Rs 100"

[Need to auction the railway coaches and other railway goods rusting at various places] (346)

"That the Demand under the Head Railway Board be reduced by Rs. 100"

[Need to reform the railway administration and to make the Railway Board more effective.] (347)

"That the Demand under the Head Railway Board be reduced by Rs. 100".

[Need to take due care while transporting the goods and to give adequate compensation to the dependents of passengers died in various railway accidents] (348)

"That the Demand under the Head Railway Board be reduced by Rs. 100".

[Need to protect the railway property during agitations and gherao etc.] (349)

"That the Demand under the Head Railway Board be reduced by Rs 100".

[Need to check conflict and arbitrariness amongst the several railway unions and to inculcate the feelings of fraternity and devotion to duty among them] (350)

"That the Demand under the Head Railway Board be reduced by Rs. 100"

[Need for effective steps to check without ticket travelling and for taking stern actions against persons found guilty.] (351)

"That the Demand under the Head Railway Board be reduced by Rs. 100".

[Need to improve the quality of snacks and food sold in trains and to ensure their quick service] (352)

"That the Demand under the Head Railway Board be reduced by Rs 100".

[Need to take immediate steps to check the encroachment on railway properties.] (353)

"That the Demand under the Head Railway Board be reduced by Rs. 100".

[Need to scrutinise the membership of the All India railway unions and to accord recognition to the one with largest number of members.] (354)

"That the Demand under the Head Railway Board be reduced by Rs. 100".

[Need for better medical facilities and patient's care to the Ajmer railway hospital.] (355)

"That the Demand under the Head Railway Board be reduced by Rs. 100".

[Sh. Rasa Singh Rawat]

[Need to provide halt of Pink City Express at Nasserabad railway station] (356)

"That the Demand under the Head Railway Board be reduced by Rs. 100".

[Need to provide halt at Bandankara and Singawal railway stations for the trains running between Ajmer and Khandwa section.] (357)

"That the Demand under the Head Railway Board be reduced by Rs 100"

[Need to provide halt of Gareeb Nawaz Express at Kishangarh railway station] (358)

"That the Demand under the Head Railway Board be reduced by Rs 100".

[Need to provide better amenities to the passengers travelling in the 2nd Classes and to provide them protection] (359)

"That the Demand under the Head Railway Board be reduced by Rs. 100".

[Need to make Railway Protection force more active and effective and for maintaining better coordination between RPF and the local General Railway Police] (360)

"That the Demand under the Head Railway Board be reduced by Rs 100".

[Need to provide manned level crossing at all unmanned level crossings] (361)

"That the Demand under the Head Railway Board be reduced by Rs. 100".

[Need to construct over-bridges and under-bridges on the busy roads.] (362)

"That the Demand under the Head Railway Board be reduced by Rs. 100".

[Need to create proper atmosphere and to provide better opportunities to the sportsmen of railways.] (363)

"That the Demand under the Head Railway Board be reduced by Rs. 100".

[Need for better maintenance of loco and carriages in Ajmer] (364)

"That the Demand under the Head Railway Board be reduced by Rs 100".

[Need to prevent the beggars, unauthorised persons and nomads from encroaching on railway lands/stations] (365)

SHRI SUDHIR RAY (Burdwan): I beg to move:

"That the Demand under the Head Assets-Acquisition, construction and replacement be reduced by Rs. 100".

[Need to increase the number of bogies in all the trains to avoid overcrowding in second class three-tier compartments] (57)

"That the Demand under the Head Assets-Acquisition, construction and replacement be reduced by Rs. 100".

[Need to provide adequate passengers amenities such as supply of drinking water, clean toilets, light, in second class-three-tier compartments.] (58)

"That the Demand under the Head Assets-Acquisition, construction and replacement be reduced by Rs. 100".

[Need for modernisation of Bankura-Damodar Railway lines (S.E Railway)] (59)

"That the Demand under the Head Assets-Acquisition, construction and replacement be reduced by Rs. 100".

[Need for introducing more trains on Burdwan-Katwa lines | (60)

"That the Demand under the Head Assets-Acquisition, construction and replacement be reduced by Rs. 100"

[Need to provide an over bridge over the Kalna gate in Burdwan town | (61)

"That the Demand under the Head Assets-Acquisition, construction and replacement be reduced by Rs. 100"

[Need to provide rail-cum-road bridge over River Damodar between Raniganj and Mijia | (62)

"That the Demand under the Head Assets Acquisition, construction and replacement be reduced by Rs 100".

[Need for introducing EMU coaches between Burdwan and Asansol | (63)

"That the Demand under the Head Assets-Acquisition, construction and replacement be reduced by Rs 100".

[Need for building Durgapur as a model Railway Station | (64)

"That the Demand under the Head Assets-Acquisition, construction and replacement be reduced by Rs. 100".

[Need for introducing more trains on Sealdah-Burdwan line.| (65)

"That the Demand under the Head Assets-Acquisition, construction and replacement be reduced by Rs. 100".

[Need to check late running of most of the superfast trains.] (66)

"That the Demand under the Head Assets-Acquisition, construction and replacement be reduced by Rs 100".

[Need for expediting the proposed Digha-Tamluk Railway lines.] (67)

"That the Demand under the Head Assets-Acquisition, construction and replacement be reduced by Rs. 100".

[Need for speedy construction of the Balurghat-Eklakhi railway line | (68)

"That the Demand under the Head Assets-Acquisition, construction and replacement be reduced by Rs 100"

[Need for doubling of Katwa Sainthia section to solve the problem of Sahibganj loop section on the Eastern Railway.] (69)

"That the Demand under the Head Assets-Acquisition, construction and replacement be reduced by Rs 100"

[Need for doubling of Bandel-Katwa lines | (70)

"That the Demand under the Head Assets-Acquisition, construction and replacement be reduced by Rs. 100"

[Need for electrification or diesalisation of Bandel-Katwa lines.| (71)

SHRI BHAGWAN SHANKAR RAWAT (Agra): I beg to move:

"That the Demand under the Head Railway Board be reduced by Rs 100".

[Need to electrify Agra-Tundla rail line.] (83)

"That the Demand under the Head Railway Board be reduced by Rs 100"

[Need to introduce local trains in Agra.] (84)

[Sh. Bhagwan Shankar Rawat]

"That the Demand under the Head Railway Board be reduced by Rs. 100".

[Need to set-up new workshops for repairing of electric and diesel engines and coaches in Agra in order to employ the retrenched employees of steam engine loco-sheds.] (85)

"That the Demand under the Head Railway Board be reduced by Rs. 100".

[Need to provide sufficient civic amenities in existing accommodation in railway colonies for their railway employees in Agra.] (86)

"That the Demand under the Head Railway Board be reduced by Rs. 100".

[Need to introduce new railway line from Agra to Etawah *via* Bah.] (87)

"That the Demand under the Head Railway Board be reduced by Rs. 100".

[Need to restart the suspended services of passenger trains from Agra to Delhi.] (88)

"That the Demand under the Head Railway Board be reduced by Rs. 100".

[Need to run some superfast trains from Delhi via Mathura Agra instead of Aligarh.] (89)

"That the Demand under the Head Railway Board be reduced by Rs. 100".

[Need to introduce new superfast train from Delhi to Eastern part of India via Mathura-Agra.] (90)

"That the Demand under the Head Railway Board be reduced by Rs. 100".

[Need to provide halt for trains coming from Rajasthan at Khedasadan station in Agra District.] (91)

"That the Demand under the Head Railway Board be reduced by Rs. 100".

[Need to develop Idgah station in Agra City on Western railway.] (92)

"That the Demand under the Head Railway Board be reduced by Rs. 100"

[Need to fix the sleeper reservation quota for the passengers of Agra at Agra Cantt Rly. Station in the trains running from Delhi to Eastern part of India via Tundla] (93)

"That the Demand under the Head Railway Board be reduced by Rs 100".

[Need to fix sleeper reservation quota for passengers of Agra at Agra Cantt. in the superfast trains running from Delhi to Bombay via Mathura.] (94)

"That the Demand under the Head Railway Board be reduced by Rs. 100".

[Need to introduce shuttle trains between Agra Cantt and Tundla station so that passengers of Tundla can board the East bound trains at Agra] (95)

"That the Demand under the Head Railway Board be reduced by Rs. 100".

[Need to develop the Raja Mandi station and to provide halt of all trains passing through the station so that passengers from North & West of the Agra can easily board the trains.] (96)

"That the Demand under the Head Railway Board be reduced by Rs. 100".

[Need to set up Central rail way station in Agra.] (97)

That the Demand under the Head Railway Board be reduced by Rs 100"

[Need to provide dormitory accommodation for passengers at Agra Cantonment railway station ] (733)

That the Demand under the Head Railway Board be reduced by Rs 100

[Need to establish a full-fledged modern hospital at Agra for the treatment of railway employees their dependents and railway passengers ] (734)

'That the Demand under the Head Railway Board be reduced by Rs 100

[Need to increase the quota of berths in various fast and superfast trains from Agra Cant and Raja Ki Mandi railway stations ] (735)

That the Demand under the Head Railway Board be reduced by Rs 100

[Need to construct a new residential colony for railway employees at Agra (736)

'That the Demand under the Head Railway Board be reduced by Rs 100'

[Need to open a Central school at Agra for the education of children of railway employees ] (737)

"That the Demand under the Head Railway Board be reduced by Rs 100'

[Need to make second Class journey more comfortable and provide more second class bogies for them in passengers fast and superfast trains ] (738)

SHRI BHUWAN CHAND KHANDURI (Garhwal) I beg to move

"That the Demand under the Head Operating Expenses-Traffic be reduced by Rs 100"

[Need to open railway out agencies at Pauri, Gopeshwas and Shrinagar in Garhwal ] (126)

"That the Demand under the Head Assets Acquisition construction and replacement be reduced by Rs 100

[Need to construct a railway line from Rishikesh to Karan Prayag ] (127)

That the Demand under the Head Assets Acquisition construction and replacement be reduced by Rs 100'

Need to computerise the reservation system at Dehradun ] (128)

'That the Demand under the Head Assets Acquisition construction and replacement be reduced by Rs 100"

[Need to increase the quota of berths (quota from Kotdwara to Delhi and vice versa ] (129)

That the Demand under the Head Railway Board be reduced by Rs 100

[Need to introduce superfast train from Agra to Allahabad ] (98)

'That the Demand under the Head Railway Board be reduced by Rs 100'

[Need to introduce morning service of superfast train from Agra to Lucknow ] 99)

'That the Demand under the Head Railway Board be reduced by Rs 100"

[Need to start local trains between Agra Mathura, Agra-Fatehpur Sikri Agra-Khandasadhan and Agra Dholpur ] (274)

"That the Demand under the Head Railway Board be reduced by Rs 100"

[Sh. Bhuwan Chand Khanduri]

[Need to reinstal the TV sets at railway stations which were removed without any reason.] (275)

"That the Demand under the Head Railway Board be reduced by Rs. 100".

[Need to construct a new railway bridge on river Yamuna at Agra.] (276)

"That the Demand under the Head Railway Board be reduced by Rs. 100".

[Need to construct 1 goods yard at Idgah station] (277)

"That the Demand under the Head Railway Board be reduced by Rs. 100".

[Need to construct a centralised warehouse, at Agra in place of several goods sheds] (278)

SHRI HANNAN MOLLAH (Uluberia). I beg to move:

"That the demand under the Head Railway Board be reduced by Rs. 100"

[Need to run EMU local trains on time in Kharagpur Division] (130)

"That the demand under the Head Railway Board be reduced by Rs. 100".

[Need to increase local trains in Kharagpur Division of South Eastern Railway] (131)

"That the demand under the Head Railway Board be reduced by Rs. 100."

[Need to increase local trains between Howrah and Bargachia on South Eastern Railway.] (132)

"That the demand under the Head Railway Board be reduced by Rs. 100"

[Need to introduce new passenger trains between Sealdah and Andal via Dankuri] (133)

"That the demand under the Head Railway Board be reduced by Rs. 100."

[Need to provide identity card and licence to railway hawkers to avoid their harassment] (134)

"That the demand under the Head Railway Board be reduced by Rs. 100."

[Need to check malpractices at Howrah Station in reservation of berths] (135)

"That the demand under the Head Railway Board be reduced by Rs. 100"

[Need to reinstate all the railway employees dismissed in 1981] (136)

"That the demand under the Head Assets-acquisition construction and replacement be reduced by Rs. 100"

[Need to complete Howrah-Amta B.G. line including Bargachia-Champadanga Branch] (137)

"That the demand under the Head Assets-acquisition construction and replacement be reduced by Rs. 100"

[Need to construct a new halting station at Chackasi under Kharagpur Division of South Eastern Railway] (138)

"That the demand under the Head Assets-acquisition, construction and replacement be reduced by Rs. 100."

[Need to construct a metalled road between Uluberia and Bauria via Lawrence Jute Mill siding line in Kharagpur Division.] (139)

"That the demand under the Head Assets-acquisition, construction and replacement be reduced by Rs. 100."

[Need to construct an overbridge at Bauria station on South Eastern Railway ] (140)

'That the demand under the Head Assets acquisition construction and replacement be reduced by Rs 100

[Need to construct platform sheds at Chengail station on South Eastern Railway (141)

"That the demand under the Head Assets acquisition construction and replacement be reduced by Rs 100"

[Need to construct a fly-over at Bagnan station on South Eastern Railway ] (142)

"That the demand under the Head Assets acquisition construction and replacement be reduced by Rs 100'

[Need to construct a fly over near Maurigram station of South Eastern Railway ] (143)

'That the demand under the Head Assets acquisition construction and replacement be reduced by Rs 100'

[Need to construct platform sheds at Goraghata on South Eastern Railway ] (144)

"That the demand under the Head Assets –acquisition construction and replacement be reduced by Rs 100"

[Need to repair the metalled road at Fuleswar station on South Eastern Railway ] (145)

"That the demand under the Head Assets acquisition, construction and replacement be reduced by Rs 100"

[Need to complete construction of railway platform at Howrah Station ] (146)

SHRI ASIM BALA (Nabadwip) I beg to move

That the demand under the Head Railway Board be reduced by Rs 100'

[Need to reinstate the employees dismissed in 1981 ] (148)

'That the demand under the Head Assets acquisition construction and replacement be reduced by Rs 100'

[Need to provide a halt station between Chakdaha and Pyradanga station in Sealdah Division ] (150)

'That the demand under the Head Assets acquisition construction and replacement be reduced by Rs 100"

[Need to electrify Ranaghat to Gedi Sector of Sealdah Division on Eastern Railway ] (151)

That the demand under the Head Assets acquisition, construction and replacement be reduced by Rs 100"

[Need to construct new electric railway line between Bongaon and Ranaghat Station in Sealdah Division ] (152)

"That the demand under the Head Assets—acquisition construction and replacement be reduced by Rs 100"

Need to provide a halt station between Santipur and Fulia station in Sealdah Division ] (153)

That the demand under the Head Assets– acquisition, construction and replacement be reduced by Rs 100"

[Need to construct new broad gauge line instead of narrow gauge railway line between Santipur and Navadweep Dham ] (154)

PROF. PREM DHUMAL (Hamirpur): I beg to move:

"That the demand under the Head Railway Board be reduced by Rs. 100."

[Need to provide adequate passengers amenities.] (189)

"That the demand under the Head Assets—acquisition, construction and replacement be reduced by Rs 100."

[Need to provide adequate funds for Nangal Talwara work.] (202)

SHRI NARESH KUMAR BALIYAN (Muzaffar Nagar) I beg to move:

"That the demand under the Head Operating expenses—traffic be reduced by Rs 100"

[Need to provide stop for the Shalimar Express at Dourala railway station (Northern Railway.] (194)

"That the demand under the Head Assets acquisition, construction and replacement be reduced by Rs 100"

[Need to lay double rail line from Ghaziabad to Saharanpur] (199)

"That the demand under the Head Assets—acquisition, construction and replacement be reduced by Rs 100"

[Need to build over-bridge on Jansath road of Muzaffar Nagar rail line (Northern Railway).] (200)

"That the demand under the Head Assets—acquisition, construction and replacement be reduced by Rs. 100."

[Need to build over bridge on G.T. Road at Sakhoti Tanda (Northern Railway).] (201)

SHRI RAM NAIK (Bombay-North): I beg to move

"That the demand under the Head Assets acquisition, construction and replacement be reduced to Re. 1"

[Failure to establish an independent, autonomous Corporation for running suburban railway system at Bombay.] (203)

"That the demand under the Head Assets- acquisition, construction and replacement be reduced to Re 1"

[Failure to take up new projects as indicated in the status paper on Bombay suburban railway system.] (204)

"That the demand under the Head Assets- acquisition, construction and replacement be reduced to Re. 1"

[Failure to desist from linking monthly season tickets' fares with daily single journey fares and hereby hiking the monthly season ticket fares during the year in respect of suburban railway] (205)

"That the demand under the Head Assets acquisition, construction and replacement be reduced to Re 1"

[Failure to issue 10 days or weekly season tickets on the lines of monthly season tickets for suburban railway] (206)

"That the demand under the Head Assets—acquisition, construction and replacement be reduced to Re. 1"

[Failure to extend the Bombay suburban railway system from Virar to Dahanu on Western Railway.] (207)

"That the demand under the Head Assets—acquisition, construction and replacement be reduced to Re. 1."

[Failure to appoint a committee consisting of Member of Parliament from Bombay, Calcutta and Madras and persons from commuters organisations for going into the structure of season ticket fare.] (208)

"That the demand under the Head Assets—acquisition, construction and replacement be reduced to Re. 1."

[Failure to allow the use of Vasai-Diva track by Bombay suburban railway system.] (209)

"That the demand under the Head Assets—acquisition, construction and replacement be reduced to Re. *."

[Failure to discuss the responsibility of developing suburban railway system and accepting Urban Development as the Nodal Agency.] (210)

"That the demand under the Head Assets—acquisition, construction and replacement be reduced to Re. 1."

[Failure to introduce more EMU suburban railway trains with 12 car rakes.] (211)

"That the demand under the Head Assets—acquisition, construction and replacement be reduced to Re. 1."

[Failure to provide more number of EMU rakes to match the growing number of Commuters on Bombay suburban Railway system.] (212)

"That the demand under the Head Assets—acquisition, construction and replacement be reduced to Re. 1."

[Failure to provide public address system in the Bombay suburban railway trains as in Calcutta Metro system trains.] (213)

"That the demand under the Head Assets—acquisition, construction and replacement be reduced to Re. 1."

[Failure to expedite the process of commercial exploitation of land on the Bombay suburban railway network so as to use the funds for development of suburban system.] (214)

"That the demand under the Head Assets—acquisition, construction and replacement be reduced to Re. 1."

[Failure to expeditiously grant "No Objection Certificate" to the Government of Maharashtra for providing civic amenties to slum dwellers on railway land in Bombay.] (215)

"That the demand under the Head Assets—acquisition, construction and replacement be reduced by Rs. 100."

[Need for making available sufficient land at Borivli Railway station of Western Railway in Bombay to enable to accommodate state transport buses.] (400)

"That the demand under the Head Assets—acquisition, construction and replacement be reduced by Rs. 100."

[Need to provide an over-bridge in Bombay for vehicular traffic from Andheri to Bahisar.] (401)

"That the demand under the Head Assets—acquisition, construction and replacement be reduced by Rs. 100."

[Need to introduce computer reservation system at Borivli station in Mumbai (Bombay).] (402)

"That the demand under the Head Assets—acquisition, construction and replacement be reduced by Rs. 100."

[Need to reserve coaches for women in Bombay Suburban trains.] (403)

[Sh. Ram Naik]

"That the ' demand under the Head Assets- acquisition, construction and replacement be reduced by Rs 100."

[Need for widening of existing foot over bridges on all important Suburban stations of Bombay Suburban Railway system to ensure smooth flow of commuters.] (404)

"That the demand under the Head Assets acquisition, construction and replacement be reduced by Rs 100."

[Need to look into the difficulties faced by Bombay Suburban commuters on account of over crowding.] (405)

"That the demand under the Head Assets acquisition, construction and replacement be reduced by Rs 100"

[Need to give preference to suburban services and shuttle services in Bombay over the Mail/ Express trains ] (406)

SHRI KAMLA MISHRA MADHUKAR (Motihari): I beg to move:

"That the demand under the Head Miscellaneous Expenditure (General) be reduced by Rs. 100"

[Need to survey Railway line upto Sugoli via Hazipur, Vaishali, Sahas Gunj, Kesaria, Areraj ] (232)

"That the demand under the Head Miscellaneous Expenditure (General) be reduced by Rs 100".

[Need to construct broad gauge line from Muzzafarpur to Narkatia Gunj on North Eastern Railway.] (233)

"That the demand under the Head Miscellaneous Expenditure (General) be reduced by Rs. 100".

[Need for early construction of rail and road bridges on Chhiteni ghat along Gondak river.] (234)

"That the demand under the Head General Superintendance and Services on Railways be reduced to Re. 1".

[Failure to remove widespread complacency and inefficiency in the functioning of Railway management and to maintain punctuality in the running of trains ] (235)

"That the demand under the Head General Superintendance and Services on Railways be reduced to Re 1".

[Failure to check misbehaviour of Railway employees towards poor people and to bring about efficiency and to instill a sense of public service among them.] (236)

"That the demand under the Head General Superintendance and Services on Railways be reduced to Re. 1".

[Failure to check deterioration of efficiency of high ranking officials in the North Eastern Railway.] (237)

"That the demand under the Head General Superintendance and services on Railways be reduced to Re. 1".

[Failure to formulate policy to check widespread malpractices in the functioning of Divisional Manager Offices ] (238)

"That the demand under the Head Repairs and Maintenance of permanent way and works be reduced by Rs. 100".

[Need to speed up the ongoing works particularly on the Muzaffarpur-Narkatiaganj railway line.] (239)

"That the demand under the Head Repairs and Maintenance of permanent way and works be reduced by Rs. 100".

[Need to accelerate the work for constructing bridges between Chakiya to Motihari and maintenance thereof in the North Eastern Railway.] (240)

"That the demand under the Head Repairs and Maintenance of permanent way and works be reduced by Rs. 100".

[Need to improve sanitary services at Mehsi, Chakiya, Pipra, Motihari, Sangoli etc. in the North Eastern Railway.] (241)

"That the demand under the Head Repairs and Maintenance of permanent way and works be reduced by Rs. 100".

[Need to accelerate the works for constructing an approach road from the Bus Stand to Maluabad at Mehausi railway station.] (242)

"That the demand under the Head Repairs and Maintenance of permanent way and works be reduced by Rs. 100".

[Need to provide accommodation to the railway employees at Chatia (North Eastern Railway.)] (243)

"That the demand under the Head Repairs and Maintenance of motive power be reduced by Rs. 100".

[Need to repair and maintain rail engines of all trains running between Muzzaffarpur-Narkatiagang and Raxual in North Eastern Railway.] (244)

"That the demand under the Head Repairs and Maintenance of motive power be reduced by Rs. 100".

[Need to replace old Rail engines in trains running between Muzaffarpur to Narkatia Raxual in North Eastern Railday.] (245)

"That the demand under the Head Repairs and Maintenance of motive power be reduced by Rs. 100".

[Need to provide diesel engines in the trains running between Muzaffarpur to Narkatia Raxual in North Eastern Railway.] (246)

"That the demand under the Head Repairs and Maintenance of motive power be reduced by Rs. 100".

[Need to electrify Muzaffarpur-Narkatiaganj Railway line in North Eastern Railway.] (247)

"That the demand under the Head Repairs and Maintenance of motive power be reduced by Rs. 100".

[Need to construct a loco repair shed at Motihari Station of North Eastern Railway.] (248)

"That the demand under the Head Repairs and Maintenance of carriages and wagons be reduced by Rs. 100"

[Need to regularise the services of casual labourers working with railways for the past several years.] (249)

"That the demand under the Head Repairs and Maintenance of carriages and wagons be reduced by Rs. 100".

[Need to improve conditions of all trains running from Muzaffarpur to Narkatia Ganj on North Eastern Railway.] (250)

"That the demand under the Head Repairs and Maintenance carriages and wagons be reduced by Rs. 100".

[Need to provide facilities like water in toilets, light and fans, and repairs of broken benches in all trains running between Muzaffarpur and Narkatia Ganj in the North Eastern Railways.] (251)

[Sh. Kamla Mishra Madhukar]

"That the demand under the Head Miscellaneous Working Expenses be reduced by Rs 100".

[Need to improve catering and sanitation services in restaurants of Railways.] (252)

"That the demand under the Head Miscellaneous Working Expenses be reduced by Rs 100"

[Need to improve the standard of meal being served in the trains.] (253)

"That the demand under the Head Miscellaneous Working Expenses be reduced by Rs 100"

[Need to pay more attention to facilities and amenities to the railway passengers] (254)

"That the demand under the Head Miscellaneous Working Expenses be reduced by Rs 100"

[Need to provide facilities like fans, light, toilets and water in all trains] (255)

SHRI BASU DEB ACHARIA (Bankura): I beg to move:

"That the demand under the Head Railway Board be reduced by Rs. 100".

[Need to accord recognition to RPF association] (256)

"That the demand under the Head Railway Board be reduced by Rs 100".

[Need to reinstate all the victimised railway workers dismissed in 1980.] (257)

"That the demand under the Head Railway Board be reduced by Rs. 100".

[Need to implement the order of previous Government's as regards reinstatement of dismissed railway employees.] (258)

"That the demand under the Head Railway Board be reduced by Rs. 100".

[Need to recognise All India Railway Employees Confederation.] (259)

"That the demand under the Head Assets—acquisition, construction and replacement be reduced by Rs 100".

[Need to introduce a direct express train from Bokaro to Howrah via Tupkadih Talgarin] (265)

"That the demand under the Head Assets acquisition, construction and replacement by Rs 100"

[Need to convert Purulia Kotshila narrow gauge line into broad gauge on South Eastern Railway] (266)

"That the demand under the Head Assets—acquisition construction and replacement be reduced by Rs. 100"

[Need to introduce a day express train from Purulia to Howrah on South Eastern Railway] (267)

"That the demand under the Head Assets acquisition, construction and replacement be reduced by Rs 100"

[Need to expedite the construction of Balurghat Eklakhi railway line.] (268)

"That the demand under the Head Assets—acquisition, construction and replacement be reduced by Rs 100"

[Need to provide for electrification of Adra Midnapur section of South Eastern Railway] (269)

"That the demand under the Head Assets—acquisition, construction and replacement be reduced by Rs. 100".

[Need to start the work of road overbridge near Purulia station] (270)

DR. LAXMINARAYAN PANDEYA (Mandsaur): I beg to move:

"That the Demand under the Head Railway Board be reduced to Re. 1".

[Failure to appoint to nominate a person as Member (Stores) in Railway Board.] (272)

"That the demand under the head Railway Board be reduced to Re 1".

[Failure to increase the number of members of Railway Board in view of expansion of its work.] (273)

"That the demand under the Head Assets acquisition, construction and replacement be reduced by Rs 100".

[Need to construct an over bridge near metre-gauge line at Ratlam Station on Western Railway] (326)

"That the demand under the Head Assets –acquisition, construction and replacement be reduced by Rs. 100".

[Need to start shettle service on Ajmer-Khandwa section between Neemuch-Ratlam on Western Railway.] (327)

"That the demand under the Head Assets—acquisition, construction and replacement be reduced by Rs. 100".

[Need to build more sheds at Mandsaur on Ajmer-Khandwa section of Western Railway] (328)

"That the demand under the Head Assets—acquisition, construction and replacement be reduced by Rs. 100"

[Need to extend the route of Chetak Express upto Ratlam for the convenience of passengers of Ajmer-Khandwa section] (329)

"That the demand under the Head Assets—acquisition, construction and replacement be reduced by Rs. 100".

[Need to make proper arrangements for drinking water for passengers at Mandsaur and Neemuch Station of Ajmer-Khandwa section.] (330)

"That the demand under the Head Assets—acquisition, construction and replacement be reduced by Rs 100"

[Need for early doubling of the Ujjain-Bhopal rail-line.] (331)

"That the demand under the Head Assets—acquisition, construction and replacement be reduced by Rs. 100"

[Need to convert Neemuch and Ratlam Metre-gauge line into broad-gauge] (332)

"That the demand under the Head Assets –Acquisition, Construction and Replacement be reduced by Rs 100".

[Need to construct- an overbridge and platform at Garoth station between Ratlam and Kota on Western Railway.] (333)

"That the demand under the Head Assets –Acquisition, Construction and Replacement be reduced by Rs. 100"

[Need to provide stoppage for Hapa-Jammu, Ahmedabad-Jammu and Jammu-Bombay superfast train at Shyamgarh (Western Railway.] (334)

"That the demand under the Head Assets –Acquisition, Construction and Replacement be reduced by Rs. 100".

[Need to construct overbridge at Level crossing at Jaora Mandsaur and Neemuch stations in Ratlam division of Western Railway.] (335)

[Dr. Laxminarayan Pandeya]

"That the demand under the Head Assets—Acquisition, Construction and Replacement be reduced by Rs. 100".

[Need to extend the train introduced recently between Neemuch and Kota (Western Railway) upto Delhi.] (336)

"That the demand under the Head Assets—Acquisition, Construction and Replacement be reduced by Rs. 100".

[Need to attach one bogie from Neemuch to Delhi in passenger train introduced recently between Neemuch and Kota to be attached to Dehradun Express at Kota.] (337)

"That the demand under the Head Assets—Acquisition, Construction and Replacement be reduced by Rs. 100".

[Need to provide gatemen 24 hours on all level crossings between Ratlam and Chittorgarh (Western Railway).] (338)

"That the demand under the Head Assets—Acquisition, Construction and Replacement be reduced by Rs 100".

[Need to provide adequate canteen facilities at Jaora, Mandsaur and Neemuch railway stations on Ratlam and Chittor section on Western Railway.] (339)

"That the demand under the Head Assets—Acquisition, Construction and Replacement be reduced by Rs. 100".

[Need to fix the reservation quota in superfast trains passing through Ratlam for Jaora, Mandsaur, Neemuch and Ratlam Stations on Western Railway.] (340)

"That the demand under the Head Assets—Acquisition, Construction and Replacement be reduced by Rs. 100".

[Need to run a superfast train between Ajmer Khandwa section (Western Railway) in order to meet heavy increase in the number of passengers.] (341)

"That the demand under the Head Assets—Acquisition, Construction and Replacement be reduced by Rs. 100".

[Need to fix sleeper-quota from Ratlam in Rajdhani Express running between Bombay and New Delhi.] (342)

"That the demand under the Head Railway Board be reduced to Re. 1".

[Failure to shift the head Office of Western Railway from Bombay to Ratlam.] (800)

"That the demand under the Head Railway Board be reduced to Re. 1".

[Failure to set up a Diesel Loco Shed in Neemuch as it is a Junction of Metre and Broad gauge lines.] (801)

SHRI SANTOSH KUMAR GANGWAR (Bareilly) I beg to move

"That the demand under the Head Assets—Acquisition, Construction and Replacement be reduced by Rs. 100".

[Need to set up a Coach factory at Bareilly.] (308)

"That the demand under the Head Assets—Acquisition, Construction and Replacement be reduced by Rs. 100".

[Need to modernise Bareilly Junction.] (309)

"That the demand under the Head Assets—Acquisition, Construction and Replacement be reduced by Rs. 100".

[Need to increase the capacity of A.C. Sleeper First Class retiring room at Bareilly Junction] (310)

"That the demand under the Head Assets—Acquisition, Construction and Replacement be reduced by Rs. 100".

[Need to build an Indoor Stadium at Bareilly for the use of railway employees.] (311)

"That the demand under the Head Assets—Acquisition, Construction and Replacement be reduced by Rs 100".

[Need to construct an overbridge over Bareilly-Chopla on Northern and North Eastern Railway.] (312)

"That the demand under the Head Assets – Acquisition, Construction and Replacement be reduced by Rs 100".

[Need to electrify tracks in Moradabad Division of Northern Railway.] (313)

"That the demand under the Head Assets –Acquisition, Construction and Replacement be reduced by Rs 100".

[Need to provide computerised reservation centre at Bareilly] (314)

"That the demand under the Head Assets—Acquisition, Construction and Replacement be reduced by Rs. 100".

[Need to run an express train on Bareilly-Aligarh route] (315)

"That the demand under the Head Assets—Acquisition, Construction and Replacement be reduced by Rs. 100".

[Need to convert Bareilly-Kathagodam metre-gauge line into broad-gauge line.] (316)

"That the demand under the Head Assets—Acquisition, Construction and Replacement be reduced by Rs. 100".

[Need to introduce a superfast train on Bareilly-Delhi section] (317)

"That the demand under the Head Assets—Acquisition, Construction and Replacement be reduced by Rs. 100".

[Need for connecting Bareilly with South India by a direct train] (318)

"That the demand under the Head Assets—Acquisition, Construction and Replacement be reduced by Rs. 100".

[Need to introduce a direct train from Bareilly to Bombay.] (319)

"That the demand under the Head Assets—Acquisition, Construction and Replacement be reduced by Rs. 100".

[Need to provide halt at Nagaria Sarat of Northern Railway for all the express trains.] (320)

"That the demand under the Head Assets—Acquisition, Construction and Replacement be reduced by Rs. 100".

[Need to provide halt at Bareilly on Northern Railway for all express trains.] (321)

"That the demand under the Head Assets—Acquisition, Construction and Replacement be reduced by Rs. 100".

[Need to provide halt at Bhitora Bareilly on Northern Railway for all express trains] (322)

"That the demand under the Head Assets—Acquisition, Construction and Replacement be reduced by Rs. 100".

[Need to construct a level-crossing at Gramjatanpatti Rhojpura station, Bareilly on Northern Railway.] (323)

"That the demand under the Head Assets—Acquisition, Construction and Replacement be reduced by Rs. 100".

[Sh. Santosh Kumar Gangwar]

[Need to provide halt at Karman (Bareilly) Station on Northern Eastern railways] (324)

"That the demand under the Head Assets—Acquisition, Construction and Replacement be reduced by Rs. 100".

[Need to increase reservation quota in all the trains passing through Bareilly Junction] (425)

SHRI YAIMA SINGH YUMNAM (Inner Manipur): I beg to move:

"That the demand under the Head Assets—Acquisition, Construction and Replacement be reduced by Rs 100".

[Need to connect Imphal by rail.] (410)

"That the demand under the Head Assets—Acquisition, Construction and Replacement be reduced by Rs 100"

[Need for gauge conversion of the line from LAMDING to Sirilean via Silchar] (411)

"That the demand under the Head Assets—Acquisition, Construction and Replacement be reduced by Rs 100".

[Need for construction of sheds and waiting rooms at Jiribam railway head in Manipur.] (412)

"That the demand under the Head Assets—Acquisition, Construction and Replacement be reduced by Rs. 100"

[Need for improvement of the waiting roms for passengers at Dimapur stations] (413)

"That the demand under the Head Railway Board be reduced to Re. 1".

[Failure to provide reservation facilities at Dimapur Railway station for passengers from Manipur.] (963)

"That the demand under the Head Railway Board be reduced to Re 1".

[Need for gauge conversions of the line from Guwahati to Tinsukia.] (974)

SHRI PALAS BARMAN (Balurghat): I beg to move:

"That the demand under the Head Railway Board be reduced to Re 1".

[Failure to complete ongoing railway project from Eklakshi to Balurghat of N.F. Railway] (466)

"That the demand under the Head Railway Board be reduced to Re 1".

[Failure to connect Balurghat district headquarter with railway lines of N.F. Railway inspite of the promise made by the Government to connect all district headquarters of the country by rail.] (467)

"That the demand under the Head Railway Board be reduced to Re 1".

[Failure to provide funds for the construction of the railway track from Eklakshi to Balurghat of N.F. Railway.] (468)

"That the demand under the Head Railway Board be reduced to Re. 1".

[Failure to meet the demand of the people of North Bengal to have a train from Alipurdwar junction to Sealdah.] (469)

**SHRI ZAINAL ABEDIN** (Jangipur): I beg to move

"That the demand under the Head Railway Board be reduced by Rs. 100".

[Need to promote passengers' amenities in the Howrah Farakka and Sealdah-Lalgola sections of the Eastern Railway.] (470)

"That the demand under the Head Railway Board be reduced by Rs. 100".

[Need to arrange for better maintenance of the coaches and engines of all the trains running in the Howrah-Farakka and Sealdah-Lalgola sections of the Eastern Railways.] (471)

"That the demand under the Head Railway Board be reduced by Rs. 100".

[Need to re-adjustment of timings of some trains in both the Howrah-Farakka and Sealdah-Lalgola section to shorten the periods of non-availability of non-availability of any train.] (472)

"That the demand under the Head Railway Board be reduced by Rs. 100".

[Need to extend local trains running between Bandel/Katwa and Azimganj upto Farakka.] (473)

"That the demand under the Head Railway Board be reduced by Rs. 100".

[Need to construct platform shed at Sagardighi railway station on the Eastern Railway.] (474)

"That the demand under the Head Railway Board be reduced by Rs. 100".

[Need to introduce a shuttle train between Krishnagar and Lalgola in the Seldah Division of Eastern Railway.] (475)

"That the demand under the Head Railway Board be reduced by Rs. 100".

[Need to increase the number of bogies in the passenger trains running between Sealdah and Lalgola.] (476)

"That the demand under the Head Railway Board be reduced by Rs. 100".

[Need to introduce a Super Fast train between Howrah/Sealdah and Farakka via Jaugipur road ] (477)

"That the demand under the Head Railway Board be reduced by Rs. 100".

[Need to construct one side platform in the Mohipal road station on the Howrah-Farakka line in the Eastern Railway.] (478)

"That the demand under the Head Railway Board be reduced by Rs. 100".

[Need to provide a generator set at Berhampore Court station on Sealdah-Lalgola section.] (479)

"That the demand under the Head Railway Board be reduced by Rs. 100".

[Need to construct platform sheds at Lalgola station on the Eastern Railway.] (480)

"That the demand under the Head Assets—Acquisition, Construction and Replacement be reduced by Rs. 100".

[Need to electrify the railway line between Ranaghat and Lalgola on the Eastern Railway.] (601)

"That the demand under the Head Assets—Acquisition, Construction and Replacement be reduced by Rs. 100".

[Sh. Zainal Abedin]

[Need to replace the worn out first class coaches of the Lalgola passenger trains running between Sealdah and Lalgola.] (602)

"That the demand under the Head Assets—Acquisition, Construction and Replacement be reduced by Rs. 100".

[Need to upgrade the Pritala halt to a flag station in the Sealdah-Lalgola section.] (603)

"That the demand under the Head Assets—Acquisition, Construction and Replacement be reduced by Rs. 100".

[Need to construct a bridge over the river Bhagirathi at Nashipur to connect the Sealdah-Lalgola and Howrah Azimganj lines on the Eastern Railways.] (604)

SHRI DAU DAYAL JOSHI (Kota): I beg to move:

"That the demand under the Head Assets—Acquisition, Construction and Replacement be reduced by Rs. 100".

[Need to complete the process of the nomination of the members of Railway Board at the earliest.] (494)

"That the demand under the Head Assets—Acquisition, Construction and Replacement be reduced by Rs. 100".

[Need to constitute the advisory committees on the Western Railway which have not been set up for the last many years.] (495)

"That the demand under the Head Assets—Acquisition, Construction and Replacement be reduced by Rs. 100".

[Need to check the theft of railway goods by means of stern action against those found guilty and by fixing the responsibility.] (496)

"That the demand under the Head Assets—Acquisition, Construction and Replacement be reduced by Rs. 100".

[Need to develop Kota Junction of Western Railway into a model Station.] (497)

"That the demand under the Head Assets—Acquisition, Construction and Replacement be reduced by Rs. 100".

[Need to computerise the reservation system at various important railway stations falling on the route of Kota-Bombay-and Delhi.] (498)

"That the demand under the Head Assets—Acquisition, Construction and Replacement be reduced by Rs. 100".

[Need to check the malpractices of illegal berth allotment by bringing to book the culprits who are charging more than Rs. 5/- for a berth from passengers and to take effective action in this regard.] (499)

"That the demand under the Head Railway Board be reduced by Rs. 100".

[Need to check incidents of theft and robbery between Mathura and Ratlam.] (624)

"That the demand under the Head Railway Board be reduced by Rs. 100".

[Need to establish a coach factory in Kota.] (625)

"That the demand under the Head Railway Board be reduced by Rs. 100".

[Need to take suitable and effective steps to avoid the accidents which are taking place due to dilapidated conditions bridges and lines on Delhi-Baroda section of Western Railway.] (626)

"That the demand under the Head Railway Board be reduced by Rs. 100".

[Need to construct an over bridge at Kota Station on Western Railway for the benefit of the residents of railway colony.] (627)

"That the demand under the Head Railway Board be reduced by Rs. 100".

[Need to construct an over bridge at Rangpur road at Kota on Western Railway.] (628)

"That the demand under the Head Railway Board be reduced by Rs. 100".

[Need to construct a rail over bridge for the benefit of residents of industrial area near Kota Station on Western Railway.] (629)

"That the demand under the Head Railway Board be reduced by Rs. 100".

[Need to construct a shed at Lakheri, Kesharai Patan and Kepran in Kota Division on Western Railway.] (630)

"That the demand under the Head Railway Board be reduced by Rs. 100".

[Need to construct a shed at Modhak dara Ramganj Mandi Station for the benefit of passengers.] (631)

"That the demand under the Head Railway Board be reduced by Rs. 100".

[Need to develop a halt station at Dakniya in Kota on Western Railway.] (632)

"That the demand under the Head Railway Board be reduced by Rs. 100".

[Need for stoppage of Dehradun Express at Capran Station.] (633)

"That the demand under the Head Railway Board be reduced by Rs. 100".

[Need to stop the Avadh Express at the Kesharai Patan and Dara Railway Stations on the Western Railway.] (634)

"That the demand under the Head Railway Board be reduced by Rs. 100".

[Need to establish a railway station in the name of Kamleshwar in between the Indergarh and Lakheri which was previously known as Ramgarh station.] (635)

"That the demand under the Head Railway Board be reduced by Rs. 100".

[Need to start one more express strain after Dehradun Express from Kota to Delhi.] (636)

"That the demand under the Head Railway Board be reduced by Rs. 100".

[Need to extend the Kota-Chittor-Neemuch train to Delhi.] (637)

"That the demand under the Head Railway Board be reduced by Rs. 100".

[Need to start an express train between Kota and Veena.] (638)

"That the demand under the Head Railway Board be reduced by Rs. 100".

[Need to operate the present Kota-Bhopal train as an express train.] (639)

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need to operate Toofan Express from Kota instead of from Delhi.] (640)

[Sh. Dan Dayal Joshi]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need to attach a bogie in Avadh Express for the benefit of employees of the Atomic Power station and the industrial workers at Kota.] (641)

"That the demand under the head Railway Board be reduced by Rs. 100"

[Need to extend the Avadh Express from Ratlam to Baroda, thereby connecting it to Gujarat, Ahmedabad.] (642)

"That the demand under the head Railway Board be reduced by Rs. 100"

[Need to reserve seats in the new Rajdhani Express from Kota as was being done in the old Rajdhani Express] (643)

"That the demand under the head Railway Board be reduced by Rs 100"

[Need to reserve more seats from Kota in Frontier Mail] (644)

"That the demand under the head Repairs and Maintenance of Motive Power be reduced by Rs. 100"

[Need to provide diesel engines in trains running from Swai Madhopur to Jaipur.] (739)

"That the demand under the head Repairs and Maintenance of Carriages and Wagons by reduced by Rs. 100."

[Need to regularise the daily wage workers working in Western Railways for the last so many years.] (740)

"That the demand under the head Staff Welfare and Amenities be reduced by Rs 100"

[Need to provide job at least to one member in one family of the retired railway employees] (741)

"That the demand under the head Assets—Acquisition, Construction and Replacement be reduced by Rs. 100."

[Need to provide more wagons for loading at Kota as it is a main industrial town of Rajasthan.] (742)

"That the demand under the head Assets—Acquisition, Construction and Replacement be reduced by Rs. 100."

[Need to run Ujjain-Dehradun Express via Nagada, Shyamgarh Bhawani Mandi, Kota and Delhi instead of via Bhopal.] (832)

"That the demand under the head Assets—Acquisition, Construction and Replacement be reduced by Rs. 100."

[Need to run Malwa Express to Delhi via Ratlam and Kota instead of Indore and Bhopal etc.] (833)

"That the demand under the head Assets—Acquisition, Construction and Replacement be reduced by Rs. 100."

[Need to take effective measures to check chain pulling in trains to ensure their punctuality.] (834)

"That the demand under the head Assets—Acquisition, Construction and Replacement be reduced by Rs. 100."

[Need to appoint Chowkidars round the clock at all the level crossings from Kota to Madhopur and from Kota to Bhawani Mandi.] (835)

"That the demand under the head Assets—Acquisition, Construction and Replacement be reduced by Rs. 100."

[Need to increase the reservation quota in Superfast trains from Kota.] (836)

"That the demand under the head Assets—Acquisition, Construction and Replacement be reduced by Rs. 100."

[Need to check recurrence of frequent accidents between Delhi and Bombay.] (837)

"That the demand under the head Operating Expenses Traffic be reduced by Rs. 100."

[Need to create new division in Western Railway with its headquarters at Kota.] (1051)

"That the demand under the head Operating Expenses Traffic be reduced by Rs. 100."

[Need to tone up the working of the Railway Hospital in Kota junction of Western Railway and to ensure supply of life saving drugs there.] (1052)

"That the demand under the head Operating Expenses Traffic be reduced by Rs. 100."

[Need to provide more second class ticket counters at Kota railway station and to open an out-agency at Keshopura.] (1053)

"That the demand under the head Operating Expenses Traffic be reduced by Rs. 100."

[Need to regularise the attachment of second class AC and AC coach to Dehradun Express from Kota.] (1054)

"That the demand under the head Operating Expenses Traffic be reduced by Rs. 100."

[Need to replace all worn out coaches in Frontier Mail.] (1055)

"That the demand under the head Operating Expenses Traffic be reduced by Rs. 100."

[Need to replace leaking old bogies which are of Dehradun Express.] (1056)

"That the demand under the head Operating Expenses Traffic be reduced by Rs. 100."

[Need to instal anti-cancer medical unit at Kota railway station for the welfare of the employees.] (1057)

"That the demand under the head Operating Expenses Traffic be reduced by Rs. 100."

[Need to replace old bogies of first class compartments of Dehradun Express on Western Railway.] (1058)

"That the demand under the head Operating Expenses Traffic be reduced by Rs. 100."

[Need to auction coaches and other unserviceable railway goods lying at different places on Western Railway.] (1059)

"That the demand under the head Operating Expenses Traffic be reduced by Rs. 100."

[Need to check effectively ticketless travelling on trains.] (1060)

"That the demand under the head Operating Expenses Traffic be reduced by Rs. 100."

[Need to provide comfortable cushioned seats in second class compartments.] (1061)

SHRI SUDARSAN RAYCHAUDHARY (Serampore): I beg to move:

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Need to provide computerised reservation counter at Serampore railway station on Eastern Railway.] (517)

"That the Demand under the Head Repairs and Maintenance of Permanent way and works be reduced by Rs. 100."

[Sh. Sudarsan Raychaudhary]

[Need to widen the existing sub-way at Konnagar railway station on Eastern Railway.] (518)

"That the Demand under the Head Operating Expenses rolling stock and Equipment be reduced by Rs. 100."

[Need to extend Howrah-Amta-Champadanga railway line beyond Bargachia on South Eastern Railway.] (520)

"That the Demand under the Head Operating Expenses rolling stock and Equipment be reduced by Rs. 100."

[Need to increase the number of suburban trains between Howrah and Bargachia on South Eastern Railway.] (521)

"That the Demand under the Head Operating Expenses rolling stock and Equipment be reduced by Rs. 100."

[Need to provide R.P.F. personnel in the ladies compartments of all suburban trains on Eastern and South Eastern Railways.] (522)

"That the Demand under the Head Assets—Acquisition, Construction and Replacement be reduced by Rs. 100."

[Need to provide a new station at Khurigachi between Baidyabati and Sheropuli railway stations on Eastern Railway.] (527)

"That the Demand under the Head Assets—Acquisition, Construction and Replacement be reduced by Rs. 100."

[Need to provide one more level-crossing at Kanthalbagon railway station near Ultarpara on Eastern Railway.] (528)

"That the Demand under the Head Assets—Acquisition, Construction and replacement be reduced by Rs. 100."

[Need to provide an over bridge at Dankurie railway station on Howrah-Burdwan chord line on Eastern Railway.] (529)

"That the Demand under the Head Assets—Acquisition, Construction and replacement be reduced by Rs. 100."

[Need to renovate second class retiring room at Serampore railway station on Eastern Railway.] (530)

SHRI SHIVAJI PATNAIK (Bhubaneswar): I beg to move:

"That the demand under the head repairs and maintenance of permanent way and works be reduced by Rs. 100."

[Need to renovate the underbridge/subway at Khurda Road on South Eastern Railway.] (519)

"That the demand under the head Operating Expenses rolling stock and Equipment be reduced by Rs. 100."

[Need for doubling the railway line from Khurda Road to Puri on South Eastern Railway.] (523)

"That the demand under the head Operating Expenses rolling stock and Equipment be reduced by Rs. 100."

[Need for doubling the railway line from Cuttack to Paradip on South Eastern Railway.] (524)

"That the demand under the head Operating Expenses rolling stock and Equipment be reduced by Rs. 100."

[Need for construction of the remaining portion of Jakhura-Banaspani line on South Eastern Railway.] (525)

"That the demand under the head Operating Expenses rolling stock and Equipment be reduced by Rs. 100."

[Need for providing an Express train from Puri to Howrah in the morning.] (526)

"That the Demand under the Head Assets-Acquisition construction and replacement be reduced by Rs. 100."

[Need to electrify Kharagpur-Vijayawada railway line.] (531)

"That the demand under the head Operating Expenses rolling stock and Equipment be reduced by Rs. 100."

[Need for restoration of the Puri-Asansol passenger train.] (591)

"That the Demand under the Head Assets-Acquisition construction and replacement be reduced by Rs. 100."

[Need for construction of Khurda road-Bolangir railway line on South Eastern Railways.] (593)

"That the Demand under the Head Assets-Acquisition construction and replacement be reduced by Rs. 100."

[Need for conversion of the Rupsa-Bangirposi narrow gauge to broad gauge line.] (595)

SHRI RAJVEER SINGH (Aonla). I beg to move:

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need to increase the reservation quota at Bareilley junction.] (544)

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need to provide computerised reservation facilities at Bareilley junction.] (545)

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need to provide stoppage for Kisan Express at Beelpur station.] (546)

"That the demand under the head repairs and maintenance of permanent way and works be reduced by Rs. 100."

[Need to provide a Tin Shed on platform and other necessary facilities at Bareilley junction.] (552)

"That the demand under the head repairs and maintenance of permanent way and works be reduced by Rs. 100."

[Need to provide a Tin-Shed and electric lights on the platform of Pitambarpur railway station.] (553)

"That the demand under the head repairs and maintenance of permanent way and works be reduced by Rs. 100."

[Need to lay broad gauge line between Bareilley junction and Lal Kuan junction.] (554)

"That the demand under the head repairs and maintenance of permanent way and works be reduced by Rs. 100."

[Need to construct an over bridge on Bareilley Budayun road at Bareilley.] (555)

"That the demand under the head repairs and maintenance of permanent way and works be reduced by Rs. 100."

[Need to construct a Tin-Shed on Platform at Aonla station.] (556)

"That the demand under the head Operating Expenses-Traffic be reduced by Rs. 100."

[Need to run an Inter-city Express train from Bareilley to Delhi.] (557)

"That the demand under the head Staff Welfare and Amenities be reduced by Rs. 100."

[Sh. Rajveer Singh]

[Need to open railway Inter College at Izzat Nagar for the children of railway employees.] (558)

"That the demand under the head Staff Welfare and Amenities be reduced by Rs. 100."

[Need to provide water and electricity in New Model Colony for railway employees at Izzat Nagar.] (559)

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need to increase the number of seats in trains and to provide more facilities to passenger.] (802)

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need to introduce new trains in view of the increasing passenger traffic.] (803)

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need to lay new lines from Chandausi to Farrukhabad via Bisouli, Vazirganj, Budaun and Dataganj.] (804)

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Need to provide diesel engine in the passenger train from Bareilly to Agra.] (805)

"That the demand under the head repairs and maintenance of permanent way and works be reduced by Rs. 100."

[Need to construct a flyover at Lal Phatak between Bareilly Junction and Chanehti Station.] (806)

"That the demand under the head repairs and maintenance of plant and equipment be reduced by Rs. 100."

[Need to provide adequate cleanliness electricity and water in coaches.] (807)

SHRI M. RAMANNA RAI (Kasaragod): I beg to move:

"That the demand under the head repairs and maintenance of permanent way and works be reduced by Re. 1."

[Failure to permit transport buses to pass through the level crossing in Payayangadi Railway Station (Southern Railway).] (562)

"That the demand under the head repairs and maintenance of permanent way and works be reduced by Re. 1."

[Failure to reopen the level crossing connecting china clay road and goods shed road for the bus traffic near Payayangadi railway station in (Southern Railway.] (63)

"That the demand under the head Assets-Acquisition, Construction and replacement be reduced by Rs. 100."

[Need for providing double line from Shornoor to Mangalore.] (850)

"That the demand under the head Assets-Acquisition, Construction and replacement be reduced by Rs. 100."

[Need to construct parallel bridge or widening the existing bridges in Kuala immediately.] (851)

"That the demand under the head Assets-Acquisition, Construction and replacement be reduced by Rs. 100."

[Need for conversion of Mangalore-Hassan metre-gauge line to broad-gauge line.] (852)

"That the demand under the head Assets-Acquisition, Construction and replacement be reduced by Rs. 100."

[Need for giving priority to Konkan Railway.] (853)

SHRI SATYAGOPAL MISRA (Tamluk): I beg to move:

"That the demand under the head Assets-Acquisition, Construction and replacement be reduced by Rs. 100."

[Need for doubling the Kharagpur-Midnapore section of the South Eastern Railway.] (566)

"That the demand under the head Assets-Acquisition, Construction and replacement be reduced by Rs 100."

[Need for stoppage of Steel Express and Ispat Express at Mecheda station of South Eastern Railway.] (567)

"That the demand under the head Assets-Acquisition, Construction and replacement be reduced by Rs. 100."

[Need for introducing Satabdi Express between Howrah and Tatanagar.] (568)

"That the demand under the head Assets-Acquisition, Construction and replacement be reduced by Rs. 100."

[Need for replacing the over aged E.M.U. coaches on the Calcutta suburban sections.] (569)

"That the demand under the head Assets-Acquisition, Construction and replacement be reduced by Rs. 100."

[Need for proper booking facilities for betal baskets at Howrah, Bagnan, Mecheda and Panskura stations.] (570)

"That the demand under the head Assets-Acquisition, Construction and replacement be reduced by Rs. 100."

[Need for providing more amenities to the passengers at Mecheda station of South Eastern Railway.] (571)

"That the demand under the head Assets-Acquisition, Construction and replacement be reduced by Rs. 100."

[Need for opening passenger halt station at Kanthibarh in the Panskura-Haldia sections of South Eastern Railway.] (572)

"That the demand under the head Assets-Acquisition, Construction and replacement be reduced by Rs. 100."

[Need for doubling the Panskura-Haldia sections of South Eastern Railway.] (573)

"That the demand under the head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100"

[Need for constructing the 4th line from Santiaghachi to Panskura in South Eastern Railway.] (574)

"That the demand under the head Assets-Acquisition, Construction and replacement be reduced by Rs. 100."

[Need for the development of bus stand adjacent to Mecheda railway station on South Eastern Railway.] (575)

"That the demand under the head Assets-Acquisition, Construction and replacement be reduced by Rs. 100"

[Need for opening a passenger halt at Ranichak in Panskura-Haldia section of South Eastern Railway.] (576)

"That the demand under the head Assets-Acquisition, Construction and replacement be reduced by Rs. 100."

[Need for opening a passenger halt at Mahisshadal Bazar in the Panskura-Haldia section of South Eastern Railway.] (577)

[Sh. Satyagopal Misra]

"That the demand under the head Assets-Acquisition, Construction and replacement be reduced by Rs. 100."

[Need to accelerate the construction of Tamluk-Digha railway line.] (599)

"That the demand under the head Assets-Acquisition, Construction and replacement be reduced by Rs. 100."

[Need to allocate adequate funds for construction of Tamluk-Digha railway line.] (600)

SHRI SUSANTA CHAKRABORTY (Howrah): I beg to move:

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need to make provision for the construction of a fly over at Lilluah railway station.] (595)

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need to provide railway line from Howrah to Sealdah via Dankusi and to extend the Howrah-Amta broad gauge line upto Amta.] (96)

SHRI BANDARU DATTATRAYA (Secunderabad): I beg to move:

"That the demand under the head repairs and maintenance of carriages and wagons be reduced by Rs. 100."

[Need to take up repairs of rail passengers coaches.] (645)

"That the demand under the head Operating Expenses—traffic be reduced by Rs 100."

[Need to provide facilities to the daily pass holders travelling from Nalgonda to Secunderabad.] (646)

"That the demand under the head operating expenses—traffic be reduced by Rs. 100."

[Need to provide reservation quota for Nalgonda people in Delhi and Bombay Express.] (647)

"That the demand under the head operating expenses– traffic be reduced by Rs. 100."

[Need to provide more goods wagons to Miryalguda for transporting rice.] (648)

"That the demand under the head operating expenses—traffic be reduced by Rs. 100."

[Need to provide more goods wagons to Vijayawada to transport rice and mangoes in season.] (649)

"That the demand under the head operating expenses—traffic be reduced by Rs. 100."

[Need for introduction of super fast trains between Hyderabad and Vishakhapatnam via Nalgonda.] (650)

"That the demand under the head operating expenses—traffic be reduced by Rs. 100."

[Need to take steps to avoid inconvenience to long distance travellers caused by local passengers.] (651)

"That the demand under the head assets—acquisition, construction and replacement be reduced by Rs. 100."

[Need to start suburban trains between Guntur and Vijayawada.] (652)

"That the demand under the head assets—acquisition, construction and replacement be reduced by Rs. 100."

[Need to start new railway line from Nadikudi to Venkatagiri in Andhra Pradesh.] (653)

"That the demand under the head assets—acquisition, construction and replacement be reduced by Rs. 100."

[Need to start new railway line from Hyderabad-Vishakapatnam via Suryapet-Khammam, Kothagudem and Bhadrachalam.] (654)

"That the demand under the head assets—acquisition, construction and replacement be reduced by Rs. 100."

[Need to start new railway line from Hyderabad to Peddapally via Siddipet, Karimnagar-Adilabad.] (655)

"That the demand under the head assets—acquisition, construction and replacement be reduced by Rs. 100."

[Need to start new railway line from Tirupati to Katapadi.] (656)

"That the demand under the head assets—acquisition, construction and replacement be reduced by Rs. 100."

[Need to lay a new railway line from Nizamabad to Ramagundam in Andhra Pradesh.] (657)

"That the demand under the head assets—acquisition, construction and replacement be reduced by Rs. 100."

[Need to lay a new railway line from Nandiyal to Erraguntla in Andhra Pradesh.] (658)

"That the demand under the head assets—acquisition, construction and replacement be reduced by Rs. 100."

[Need to lay a new railway line from Nidudavolu to Nizampatnam in Andhra Pradesh.] (659)

"That the demand under the head assets—acquisition, construction and replacement be reduced by Rs. 100."

[Need to electrify railway line between Secunderabad and Kazipet.] (660)

"That the demand under the head assets—acquisition, construction and replacement be reduced by Rs. 100."

[Need to lay new line to Karimnagar town in Andhra Pradesh.] (661)

"That the demand under the head assets—acquisition, construction and replacement be reduced by Rs. 100."

[Need to lay circular line for Hyderabad and Secunderabad in Andhra Pradesh.] (662)

"That the demand under the head assets—acquisition, construction and replacement be reduced by Rs. 100."

[Need to speed up the construction of line to Pattancheru in Andhra Pradesh.] (663)

"That the demand under the head assets—acquisition, construction and replacement be reduced by Rs. 100."

[Need to start suburban train between Kazipet and Hyderabad.] (664)

SHRI SYED MASUDAL HOSSAIN (Murshidabad): I beg to move:

"That the demand under the Head Railway Board be reduced to Re. 1."

[Failure to electrify railway lines from Krishnanagar to Lalgola in Sealdah Section.] (686)

"That the demand under the Head Railway Board be reduced to Re. 1."

[Failure to provide halt at Balarampore between Berhampore court and Sargachi in Sealdah Section.] (687)

"That the demand under the Head Railway Board be reduced to Re. 1."

[Sh. Syed Masudal Hossain]

[Failure to lay double line between Ranaghat and Lalgola in Sealdah Section.] (688)

"That the demand under the Head Railway Board be reduced to Re. 1."

[Failure to check ticketless travel in Sealdah-Lalgola Section specially in 369 and 370 Lalgola passenger.] (689)

"That the demand under the Head Railway Board be reduced by Rs. 100."

[Need to introduce a new train in day time from Howrah to Jalpaiguri via Katwa and Azimganj in Howrah Division.] (690)

"That the demand under the Head Railway Board be reduced by Rs. 100."

[Need to introduce a new train from Howrah to Danapur via Katwa, Azimganj and Barharwa.] (691)

"That the demand under the Head Railway Board be reduced by Rs. 100."

[Need to lay new railway line from Krishnagar to Sainthia via Karimpore, Berhampore and Kandi in Sealdah Division.] (692)

"That the demand under the Head Railway Board be reduced by Rs. 100."

[Need to provide electric generator at all the important stations to meet load sheding problem.] (693)

"That the demand under the Head Railway Board be reduced by Rs. 100."

[Need to protect all railway lands from tresspassers.] (694)

"That the demand under the Head Railway Board be reduced by Rs. 100."

[Need to convert Jibanti in Howrah Azimganj Section halt into flag station.] (695)

"That the demand under the Head Railway Board be reduced by Rs. 100."

[Need to construct railway line from Berhampore court station to FCI godown (500 yards) with a view to checking pilferage of essential commodities.] (696)

"That the demand under the Head Railway Board be reduced by Rs. 100."

[Need to issue licence to railway hawkers for platforms as well as for specific grains with a view to increasing revenue and to avoid harassment of hawkers and passengers.] (697)

"That the demand under the Head Railway Board be reduced by Rs. 100."

[Need to allot excess railway land to the landless agricultural labourers on year to year licence basis.] (698)

"That the demand under the Head Railway Board be reduced by Rs. 100."

[Need to remove all types of illegal obstruction and construction from railway platforms forthwith.] (699)

"That the demand under the Head Railway Board be reduced by Rs. 100."

[Need to provide hospital for railway employees in every district headquarter.] (700)

"That the demand under the Head Railway Board be reduced by Rs. 100."

[Need to check unauthorised travelling of R.P.F. and G.R.P.F. personnel in 1st class, specially during night.] (701)

"That the demand under the Head Assets—acquisition, construction and replacement be reduced to Re. 1."

[Failure to reinstate railway workers retrenched in the year 1981.] (702)

"That the demand under the Head Assets—acquisition, construction and replacement be reduced to Re. 1."

[Failure to check carrying of excessive baggage in A/C coaches, especially in super fast trains.] (703)

SHRI PIYUS TRIKEY: (Alipurduar): I beg to move:

"That the demand under the Head Railway Board be reduced to Re. 1."

[Failure to complete Ehlakhi-Balurghat new railway line.] (763)

"That the demand under the Head Railway Board be reduced to Re. 1."

[Failure to meet all the requirements of zonal training school at Alipurduar Junction on N.F. Railway.] (764)

"That the demand under the Head Railway Board be reduced to Re. 1."

[Failure to repair and modernise the Locomotive Carriage of Alipurduar Junction of N.F. Railway.] (765)

"That the demand under the Head Railway Board be reduced to Re. 1."

[Failure to connect Alipurduar Junction with Broadgauge line.] (766)

"That the demand under the Head Railway Board be reduced to Re. 1."

[Failure to supply required life saving drugs to the Railway Hospital at Alipurduar Junction of N.F. Railway.] (767)

"That the demand under the Head Railway Board be reduced to Re. 1."

[Failure to modernise the Alipurduar Junction a most important Railway Junction of N.F. Railway.] (768)

"That the demand under the Head Railway Board be reduced to Re. 1."

[Failure to admit all intending students who are children of railway employees in the Kendriya Vidyalaya of Alipurduar Junction in N.F. Railway.] (769)

"That the demand under the Head Railway Board be reduced to Re. 1."

[Failure to increase the number of trains for the N.F. Railway to meet the demand of the people of North Eastern Region.] (770)

"That the demand under the Head Railway Board be reduced to Re. 1."

[Failure to electrify the N.F. Railway.] (771)

"That the demand under the Head Railway Board be reduced to Re. 1."

[Failure to expedite construction of a railway bridge at Jogigopa on N.F. Railway.] (772)

SHRI VISWANATH SHASTRI (Ghazipur): I beg to move:

"That the demand under the Head Railway Board be reduced by Rs. 100."

[Need to construct railway bridge on river Ganga for linking Tagighat and Ghazipur Ghat stations.] (779)

[Sh. Vishwanath Shastri]

"That the demand under the Head Railway Board be reduced by Rs. 100."

[Need to lay new rail line between Ghazipur Ghat Station to Mau junction a distance of 40 Km. on North Eastern Railway.] (780)

"That the demand under the Head Railway Board be reduced by Rs. 100."

[Need to introduce a new express train from Mau junction to Delhi via Varanasi.] (781)

"That the demand under the Head Railway Board be reduced by Rs. 100."

[Need to provide halts of important trains on Dullahpur, Jakhania and Sadat station on North Eastern Railway.] (782)

"That the demand under the Head Railway Board be reduced by Rs. 100."

[Need to withdraw the proposed hike in 2nd class fare.] (783)

"That the demand under the Head Railway Board be reduced by Rs. 100"

[Need to withdraw the hike in freight rates for fertilisers.] (784)

"That the demand under the Head Railway Board be reduced by Rs. 100."

[Need to provide halts of express trains at Jamania Dildar Nagar Junction, Bhadora and Gahmar stations on Eastern Railway.] (785)

"That the demand under the Head Railway Board be reduced by Rs. 100."

[Need to electrify Mughalsarai-Jhajha section on Eastern Railway.] (786)

SHRI D. D. KHANORIA (Kangra): I beg to move:

"That the demand under the Head Railway Board be reduced by Rs. 100."

[Need to introduce Dhauladhar Express from Pathankot to Baijnath in Kangra Vally.] (787)

"That the demand under the Head Railway Board be reduced by Rs. 100."

[Need to provide reservation quota of 5 berths in every 1 compartment at Baijnath Paprola-Palampur and Jawalamukhi Road stations.] (788)

"That the demand under the Head Railway Board be reduced by Rs 100."

[Need to expand the reservation facilities in all trains coming from Pathankot at Baijnath, Paprola, Palampur and Jwalamukhi road stations.] (789)

"That the demand under the Head Railway Board be reduced by Rs. 100."

[Need to provide more and more facilities to Railway passengers.] (790)

"That the demand under the Head Railway Board be reduced by Rs. 100."

[Need to provide amenities like drinking water and food etc. in trains.] (791)

"That the demand under the Head Railway Board be reduced by Rs. 100."

[Need to increase the speed of trains and make proper security arrangements in all trains coming from Himachal Pradesh.] (792)

SHRI RAJENDRA AGNIHOTRI (Jhansi): I beg to move:

"That the demand under the Head Railway Board be reduced to Re. 1."

[Failure to implement the assurance given by the previous Government to reinstate all railway employees dismissed during and after the country wide strike of railway employees in 1964 and to withdraw cases against some others.] (798)

"That the demand under the Head Railway Board be reduced to Re. 1."

[Failure to honour the commitment by the Minister of Railways that one family member of all railway employees would be given job after their retirement.] (799)

SHRI ANIL BASU (Arambagh): I beg to move:

"That the demand under the Head Assets—acquisition, construction and replacement be reduced by Rs. 100."

[Need to repair over aged EMU trailer coaches in Howrah and Sealdah division of Eastern Railway.] (840)

"That the demand under the Head Assets—acquisition, construction and replacement be reduced by Rs. 100."

[Need to construct a new station at Saheletala between Daihat and Agradwip stations in Eastern Railway.] (841)

"That the demand under the Head Assets—acquisition, construction and replacement be reduced by Rs. 100."

[Need to clear water logging of sub-way at Bandel Station in Eastern Railway.] (842)

"That the demand under the Head Assets—acquisition, construction and replacement be reduced by Rs. 100."

[Need to provide potable drinking water facility at all stations of railways.] (843)

"That the demand under the Head Assets—acquisition, construction and replacement be reduced by Rs. 100."

[Need for taking immediate steps for completion of third line from Bhadreswar to Bandel in Eastern Railway.] (844)

"That the demand under the Head Assets—acquisition, construction and replacement be reduced by Rs. 100."

[Need for augmentation of line capacity of Howrah-Bandel main line.] (845)

"That the demand under the Head Assets—acquisition, construction and replacement be reduced by Rs. 100."

[Need for augmentation of line capacity of Howrah-Burdwan chord line in Eastern Railway.] (846)

"That the demand under the Head Assets—acquisition, construction and replacement be reduced by Rs. 100."

[Need for construction of a new line from Tarakeswar to Arambagh on Eastern Railway.] (847)

"That the demand under the Head Assets—acquisition, construction and replacement be reduced by Rs. 100."

[Need for construction of a road over bridge in replacement of existing level crossing at Liluah Station in Eastern Railways.] (848)

[Sh. Anil Basu]

"That the demand under the Head Assets—acquisition, construction and replacement be reduced by Rs 100."

[Need for construction of a fly-over at Dankuni Station in Eastern Railway.] (849)

SHRI PREMCHAND RAM (Nawada): I beg to move:

"That the demand under the Head General Superintendence and Services on Railway be reduced by Rs. 100."

[Need for ensuring punctuality of trains running between Gaya, Kiyul and Howrah.] (872)

"That the demand under the Head Assets—acquisition, construction and replacement be reduced by Rs. 100."

[Need to introduce an express train from Gaya to Delhi via Nawada.] (889)

"That the demand under the Head Assets—acquisition, construction and replacement be reduced by Rs. 100."

[Need to double the Gaya-Kiyul rail line.] (890)

SHRI IMCHALEMBA (Nagaland): I beg to move:

"That the demand under the Head Assets—acquisition, construction and replacement be reduced to Re. 1."

[Failure for non-inclusion of laying of broad-gauge line between Guwahati and Tinsukia on Eastern Railways.] (927)

SHRIMATI BHAVNA CHIKHALIYA (Junagarh): I beg to move:

"That the demand under the head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100."

[Need to convert Veraval-Rajkot metre gauge line into broad gauge.] (965)

"That the demand under the head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100."

[Need to start V.I.P. and emergency quota in reservations in every train passing through Junagarh station.] (966)

'That the demand under the head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100."

[Need to instal computerised reservation system at Junagarh station immediately.] (967)

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need to convert metre gauge line from Veraval to Rajkot into a broad gauge line.] (1034)

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need to ensure cleanliness at Junagarh railway station.] (1035)

"That the demand under the head Railway Board be reduced by Rs. 100"

[Need to instal C.C.T.V. at Junagarh railway station] (1036)

SHRI RAJNATH SONKAR SHASTRI (Saidpur). I beg to move

"That the demand under the head Railway Board be reduced to Re. 1."

[Failure to reinstate railway employees whose services had been terminated in 1981.] (975)

"That the demand under the head Railway Board be reduced to Re. 1."

[Failure to check malpractices in Diesel Locomotive Works, Varanasi.] (976)

"That the demand under the head Railway Board be reduced to Re. 1"

[Failure to check theft of railway property] (977)

"That the demand under the head Railway Board be reduced to Re. 1".

[Failure to fill reserved quota posts by appointing and promoting persons belonging to Scheduled Castes and Scheduled Tribes in Diesel Locomotive Works, Varanasi] (978)

"That the demand under the head Railway Board be reduced to Re. 1."

[Failure to construct a market and a modern hospital to cater to the needs of the employees of Diesel Locomotive Works, Varanasi.] (979)

"That the demand under the head Railway Board be reduced to Re. 1"

[Failure to commission and ensure proper functioning of the computerised reservation system at Varanasi station of the Northern Railway.] (980)

"That the demand under the head Railway Board be reduced to Re. 1".

[Failure to carry out gauge conversion on Orihar, Ghazipur, Chapra line of the North Eastern Railway.] (981)

"That the demand under the head Railway Board be reduced to Re. 1".

[Failure to retrieve costly Railway land at Varanasi station of North Eastern Railway under occupation of private institutions.] (982)

"That the demand under the head Railway Board be reduced to Re 1".

[Failure to remove encroachment on the railway land near Orihar, Kashi, Maduwadi and Sadat Stations] (983)

"That the demand under the head Railway Board be reduced by Rs 100".

[Need to categorise ticket collecting staff as running staff and to provide to them all the facilities available to the running staff.] (984)

"That the demand under the head Repairs and Maintenance of Permanent way and Works be reduced by Rs. 100".

[Need for electrification of Ghaziabad, Moradabad, Lucknow, Varanasi Railway line in Northern Railway.] (985)

"That the demand under the head Repairs and Maintenance of Permanent way and Works be reduced by Rs. 100".

[Need for development of Nandganj station of North Eastern Railway by constructing a shed at the platform, a godown and by providing facilities for the passengers.] (986)

"That the demand under the head Repairs and Maintenance of Permanent Way and Works be reduced by Rs. 100".

[Need to providing better catering facilities at Orihar, Sadat, Jakhania, Dullahpur, Kerakat, Nandganj railway stations.] (987)

"That the demand under the head Repairs and Maintenance of Permanent Way and Works be reduced by Rs. 100".

[Need to provide sheds on platforms at Orihar, Sadat, Jakhania, Dullahpur, Kerakat railway stations and to beautify them.] (988)

[Sh Rajnath Sonkar Shastri]

"That the demand under the head Repairs and Maintenance of Permanent Way and Works be reduced by Rs 100".

[Need to beautify Jalalpur station of Northern Railway by constructing shed and by catering service.] (989)

"That the demand under the head Repairs and Maintenance of Permanent Way and Works be reduced by Rs. 100".

[Need to open a restaurant and a retiring room at Orihar Junction of North Eastern Railway.] (990)

"That the demand under the head Repairs and Maintenance of Permanent Way and Works be reduced by Rs. 100".

[Need for conversion of Orihar Ghazipur, Chappra metre-gauge line of North Eastern Railway into broad-gauge line] (991)

"That the demand under the head Repairs and Maintenance of Permanent Way and Works be reduced by Rs. 100".

[Need for reopening the recently closed Sidhouna halt station of North Eastern Railway.] (992)

"That the demand under the head Repairs and Maintenance of Permanent Way and Works be reduced by Rs 100"

[Need for granting the status of full-fledged station to Hurmuchpur, Wasuchak, Nayakdih halts of North Eastern Railway] (993)

"That the demand under the head Operating Expenses be reduced by Rs 100".

[Need to restart loading and unloading at the big yard at Manduih Railway station of Varanasi division of North Eastern Railway.] (994)

"That the demand under the head Operating Expenses be reduced by Rs. 100".

[Need to provide stoppage for Bombay Mail and other fast passenger trains at Sadat, Jakhania, Dullahpur stations of Northern Railway.] (995)

"That the demand under the head Operating Expenses be reduced by Rs. 100"

[Need to provide gates at Basuchak and Rawal railway crossing of North Eastern Railway.] (996)

"That the demand under the head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100".

[Need to construct a big bridge across Beso river near Hulmuchpur between Sadat and Jakhania stations of Northern Railway] (997)

"That the demand under the head Assets-Acquisition, Construction and Replacement be reduced by Rs 100"

[Need to construct a new branch line from Varanasi to Gorakhpur via Azamgarh] (998)

"That the demand under the head Assets-Acquisition, Construction and replacement be reduced by Rs 100"

[Need to allot unused railway land lying on the Western Side of Dullahpur station of North Eastern Railway to the poor and the members of Scheduled Castes by Charging money from them.] (999)

SHRI VISHWANATH SHARMA (Hamirpur): I beg to move:

"That the demand under the head Operting Expenses-Traffic be reduced by Rs. 100."

[Need to restore 107 Dn/108 Up train between Jhansi and Lucknow] (1012)

"That the demand under the head Operating Expenses-Traffic be reduced by Rs. 100."

[Need to provide a Second class A.C. Coach in Chhapra Mail between Jhansi and Kanpur.] (1013)

"That the demand under the head Staff Welfare and Amenities be reduced by Rs 100."

[Need to provide adequate facilities to the retired railway employees in Mahoba (Hamirpur, Uttar Pradesh).] (1014)

"That the demand under the head Assets-Acquisition, Construction and Replacement be reduced by Rs 100."

[Need to construct more platforms at Jhansi Railway Station.] (1015)

"That the demand under the head Operating Expenses-Traffic be reduced by Rs. 100."

[Need to restore the reservation quota for Jhansi railway station which was reduced earlier.] (1022)

"That the demand under the head Staff Welfare and Amenities be reduced by Rs. 100."

[Need to remove the scarcity of water in the railway's notified area in Jhansi.] (1024)

"That the demand under the head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100."

[Need to construct a railway line from Mahoba (District Hamirpur) to Orai (District Jalaun) via Charkhari-Rath in Uttar Pradesh.] (1025)

"That the demand under the head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100."

[Need for early completion of the railway stadium in Jhansi (Central Railway).] (1026)

SHRI DILEEPBHAI SANGHANI (Amreli): I beg to move:

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need to construct a broad gauge line from Amreli to Ahmedabad.] (1031)

"That the demand under the head Railway Board be reduced by Rs 100."

[Need to convert Amreli station into a junction.] (1032)

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need to construct broad gauge line from Veraval to Khijadiya via Amreli] (1033)

*SHRI AJOY MUKHOPADHYAY* (Krishnagar): I beg to move:

"That the demand under the head Railway Board be reduced to Re. 1."

[Failure to provide adequate and proper service to the commuters.] (1062)

"That the demand under the head Railway Board be reduced to Re. 1."

[Failure to maintain punctuality and safety of railway service.] (1063)

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need to re-instate about 700 railway employees dismissed or discharged in 1981 for trade union activities.] (1064)

[Sh. Ajoy Mukhopadhyay]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need to fill up large number of vacant posts in different categories in the railways.] (1065)

"That the demand under the head General Superintendence and Services on Railways be reduced by Rs. 100."

[Need to check malpractices and to stop harassment of railway passengers.] (1072)

"That the demand under the head General Superintendence and Services on Railways be reduced by Rs. 100."

[Need to introduce effective measures to prevent unauthorised passengers in trains.] (1073)

"That the demand under the head General Superintendence and Services on Railways be reduced by Rs. 100."

[Need to ensure punctuality and safety in railway service.] (1074)

"That the demand under the head General Superintendence and Services on Railways be reduced by Rs. 100."

[Need to improve the standard of food for the railway passengers.] (1075)

"That the demand under the head General Superintendence and Services on Railways be reduced by Rs. 100."

[Need to improve the amenities for the second class passengers.] (1076)

"That the demand under the head Repairs and Maintenance of Carriages and Wagons be reduced by Rs. 100."

[Need to improve maintenance of services in railway coaches.] (1077)

"That the demand under the head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100."

[Need to construct double lines from Ranaghat to Lalgola in Sealdah Division, Eastern Railway.] (1078)

"That the demand under the head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100"

[Need to replace outmoded coaches in Ranaghat-Gede section in Sealdah Division of Eastern Railway.] (1079)

"That the demand under the head Assets-Acquisition, Construction and Replacement be reduced by Rs 100"

[Need to electrify the railway line in Ranaghat-Gede section in Sealdah Division, Eastern Railway.] (1080)

"That the demand under the head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100."

[Need to construct one overbridge at Debagram station in Sealdah Division, Eastern Railway.] (1081)

"That the demand under the head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100."

[Need to take appropriate steps to complete the ongoing projects in West Bengal.] (1082)

[*Translation*]

SHRI DHARAM PAL SINGH MALIK (Sonepat): Mr. Speaker, Sir, I rise to support the Railway Budget for the year 1991-92 that has been presented in the House. First of all, I would like to congratulate the Central Government and the Minister of Railways for the Railway Network of India being at the top in Asia and second in the world. Certainly,

they deserve to be congratulated for that. Now, I would like to put forth certain suggestions on the Railway Budget, presented by the hon Minister in the House. Regarding the proposed increase in the railway freight in the budget, I would like to say that if we concentrate more on checking ticketless travelling, not only we shall be able to collect more revenues every year but also there will be no need of increasing railway freight every year. Thus the income of Railways will also increase. Further, I would like to say that there are no proper arrangements for looking after the Railway property. Railways suffer a heavy loss every year in absence of proper arrangements of safeguarding its property and with the result that a large amount is spent on maintenance. Much of the money can be saved if the Railways keeps a proper vigil on its property.

In the wake of any agitation against the Government the railway is the first target of public resentment To burn the rail-coaches and stations and to dislocate tracks have become a common phenomenon in the country. My constituency is one example of it In September, 1990 there was an agitation against the Mandal Commission and I think the then Haryana Government itself was involved in that agitation.

Haryana alone had borne the loss equivalent to the total loss borne by the rest of the country. And in Haryana, much of the damage had been done in Sonepat district. Rail-lines were damaged and the station was destroyed. Besides this...(*Interruptions*) I will state it later on as to why it happened. Even a train standing there was set on fire. The amount of the property damaged within one hour was much more than the total amount invested by the Railway Department for the Sonepat district since 1947. I would like to say to the hon. Minister that Haryana has been completely ignored in the present Budget. There is no provision in the budget for expansion of railways in Haryana. I think that probably the railway lines have been laid in Haryana because the trains bound for other states have to pass through Haryana. Even amounts on that would not have been expanded if it was possible to run the trains in the air. Earlier when the Railway Minister hailed from Haryana, we often requested him to do justice with Haryana as he himself belonged to that State. He had only one reply that if he would take much care of Haryana, the hon. Members would begin to say that other States were being over-looked by him. Present hon Minister of Railways does not belong to Haryana, even then he has neglected Haryana. You may check yourself the rail-budget, no where in it you will find any provision for Haryana Sonepat is quite near to Delhi and nearly 50,000 people are coming to Delhi daily for earning their livelihood. They come to their offices and for business and return to their homes in the evening. In the absence of electric trains, they have to face many difficulties which are beyond imagination. Due to these difficulties their office work and business are adversely affected. They can't reach here in time. Some people stop the train by chain-pulling. Most of the passengers don't get any seat in the trains We have been demanding for a long time that an electric train between Delhi and Sonepat should be introduced without any further delay Two electric trains should leave Sonepat between 8.00 a.m. and 9 a.m. and likewise after the office hours, two trains should leave for Sonepat between 4.00 p.m and 5 p.m. It is our very long pending demand and I have also given a notice to raise this matter under Rule 377. Sonepat is a city with a population of nearly 2 lakh people and the railway line divides the city of Sonepat into two parts—one half in the east and the other half in the west. From Delhi to Ambala and Chandigarh there are railway bridges everywhere except Sonepat which is the only exception. Whereas there is a most urgent need to construct an overbridge there Many accidents take

[Sh. Dharam Pal Singh]

place there because of the absence of a bridge there. Therefore, I request the honour Minister to get it examined so that he comes to know that this railway crossing is exactly in the centre of the city. If the Minister has got some spare time, I would try to take him to the spot so that he himself may see the pitiable condition because of the absence of the bridge. We have been demanding this bridge for the last 30 years. The previous Government had even sanctioned an overbridge over bridge No. 26. But unfortunately, 50 per cent of the expenses on this bridge are to be borne by the State Government and the remaining 50 per cent expenses by the Central Government and there is little co-ordination between the two and as a result it has not been possible to provide funds for the purpose. Therefore I request the honourable Minister to give it top priority, because the accidents are taking place there very frequently and the railway crossing remains closed for 14-15 hours a day Keeping all these things in view, you can yourself imagine the extent of difficulty, the people of that place are facing. At times vehicles stop abruptly and have to wait for hours in a queue 4-5 km long.

I would like to give a suggestion to the honourable Railway Minister for the construction of a new railway line viz.. Meerut-Sonepat-Gohana-Jind-Sangrur which would be only 200 km. long and would link three states. It is just a stretch of 200 kms and this will benefit the Government as well as the common people of these areas. Therefore, I request the Minister to get a survey conducted for this line and sanction the railway line so that the people of 3 states are benefited and the facility is provided to them and this line will prove to be renumerative to the Department as well.

Mr. Speaker, Sir, ex-M.Ps. are demanding the facility of free travel for an escort. Ordinarily, there should have been a provision to this effect in the Salary and Allowances of M.Ps Act, but, as the honourable Minister is sitting here and he is concerned with this subject, I would like to request him that ex-M.P.s should be issued companion pass also. Several M.Ps. in the lobby were also asking the Minister to provide such a facility. Ex-M.Ps. should be allowed to take with them one person free of cost as companion on the similar lines as this facility has been provided in the case of freedom fighters. So the facility should be extended to ex-M.Ps. also. This will put very negligible financial burden.

With these words, I support the budget presented by the honourable Minister.

SHRI GEORGE FERNANDES (Muzaffarpur): Mr. Speaker, Sir, the Railway Minister presented the budget and earlier in the year the then Railway Minister had also presented a Railway Budget in the House. While we are discussing the budget in the House and the Minister is also answering questions coming up during the discussion, I would certainly expect the Minister to speak on the budget presented in February also, in addition to his explanation on the budget presented by him. It is because of the reason that the budget presented by Shri Janeshwar Mishra contained a detailed statement about the working of Railways and other allied problems. The present Minister has also referred to the budget in the sense that the budget contains so may things in detail, so I would not discuss those things in my speech. Therefore, it would be necessary that Government should examine both the documents and view points so that the Government is able to explain its viewpoint to us clearly. We did not come across any such thing in the budget which we could discuss or appreciate whole heartedly. I can understand their difficulty, because the way we discuss and look at the railway budget in this House and with so much of seriousness is more than enough. Since the word "budget" is used in this case also and budget is

the term which is used for the statement of total income and expenditure of the Government. Therefore, we have developed a particular mentality according to which we take railway budget also in the same spirit. In my view, Railway Budget is simply a statement of income and expenditure, a balance sheet and nothing else. Much of the work depends on the surplus amount of funds available after the total hike in fares and freight last year. The working of the Railways also depends on the amount of money which we get from the Government to meet the deficit between income and expenditure. Therefore, when there is a serious discussion here and expectations are also expressed and the Minister replies to those points. He has used certain words in his speech which show that something big is going to happen. But all that is not going to happen. As he says:

[*English*]

"However, I must confess the shortage of rolling stock, both wagons and locomotives, and inadequate terminal facilities are posing problems. I have directed the Ministry to examine this expeditiously."

[*Translation*]

Nothing is going to happen now. It is not possible now, because whatever is to be done expeditiously, all that has been included in the budget for seven and a half months. It includes everything which won't be done at all. Likewise we are putting before you our demands. Mr. Speaker, Sir, just now you said that 12 people from B.J.P. are going to speak on this subject. I am reminded of last year's discussion which was raised on a Private Member's Resolution moved by the honourable Member Shri Sudam Deshmukh. He is not a member of this House now. Even if the debate was lengthy it could have lasted for 2 hours, but the debate lasted 3 days, and five and a half hour. In the debate 36 hon. Members took part and the demand was for the allocation of Rs. 10,000 crore. During the fiscal year Railways spend between Rs. 1200 to Rs. 1500 crore to provide amenities to the passengers and on the developmental works. Lot of money is spent every year and in this year's plan Rs. 5,325 crore have been allocated. For track renewal and repair Rs. 1,200 crore have been allocated. Amount of Rs. 1200 crore is grossly insufficient to meet the demands of Members of Parliament and Members of Legislatures as all of them want new rail lines, introduction of new trains, construction of overbridges and many other facilities. A sum of Rs. 1,200 crore is totally insufficient to meet their demands. Even the amount allocated for purchasing engines and wagons is also insufficient and cannot meet the demands of hon. Members. We, the Members are in the habit of making so many demands. When I was about to rise to speak, Shri Surya Narayan Yadav, who represents Saharsa, told me that nothing has been done for the railway line from Mansi Junction to Forbisgani via Saharsa. I would like you to do something in this regard as the hon. Member himself would not raise the issue, because I have been fielded by my party to speak on the subject. Shri Srikanta Jeva referred to the importance of Daitari-Banspari railway line. As much as 60 lakh ton iron is exported from here and it is the focal point in Orissa for the development of the whole state unless this railway line is constructed. Orissa's development is incomplete but nothing has no far been done in this regard. I would like to speak about Bagaha, which is represented by Shri Mahendra Baitha in the House. Shri Baitha, dreams of having a railway line in Bagaha, as it will faster not only the development of the constituency, but also the development of whole of North Bihar and Eastern Uttar Pradesh. The allocation made for the project is insufficient. Shri Manjay Lal, who represents Samastipur, is present in the House. An amount of Rs. one lakh

[Sh. George Fernandes]

have been allocated for setting up of diesel locoshed in his constituency. This amount is grossly inadequate for the completion of locoshed Hon. Minister instead of making this small allocation should have admitted frankly that though, this shed needs to be set up there, can be done The allocation of Rs. 10,000 for Hasanpur-Sakri line in the constituency of Shri Devendra Prasad Yadav, who is a Member from North Bihar, did not find mention in the budget. It is not there in any budget documents. I am referring to all these to cite an example When the hon. Members speak in the House, they put forth the problems of their constituencies, assurances are also given, but nothing is done In this year's budget for development works Rs 5325 crore has been allocated It is Rs. 325 crore more than the last year's allocation of Rs. 5,000 crore It has been increased to take up more development activities. But in my opinion this they cannot do more work than that done in the last year. There are two reasons behind it. Firstly, the rupee has been devalued. Last year we imported goods worth Rs 500 crore to meet the requirements of railways but this year we may spend Rs. 650 crore or even Rs. 700 crore on it. Out of Rs. 235 crore, Rs. 200 crore will be eaten away by the devaluation of rupee, i.e. devaluation of rupee also takes place in the country decline in purchasing power of the rupee It is generally felt that in the budget at least 7 per cent amount must be provided for this type of devaluation of rupee. 7 per cent of Rs. 5,000 crore comes to Rs. 350 crore. In this way the real allocation for this year will be 500 crores less than that of last year. The allocation made is insufficient for developmental works, so how can we impress upon the masses of the country that the budget is good and something new has been done. We do not find anything noteworthy I will give an example to prove as to how this budget has failed to fulfil our expectations and how it has disappointed us. I am quoting from page 3 of the Explanatory Memorandum attached to the budget presented by the hon. Minister. The allocation of funds for laying new lines has been reduced by more than Rs. 100 crore. We had allocated Rs 357 78 crore in 1990-91 for this purpose whereas the hon Minister has provided for only Rs. 249 02 crore We had allocated Rs. 124 crore for gauge conversion while only 100 crore have been provided in this year's budget which is 24 crore less than the allocation made by us For doubling of track, allocation has been reduced from Rs. 338 77 crore to Rs. 311.50 crore. For railway research, to which Shri Anna Joshi, was just now referring to allocation has been reduced from Rs. 15 crore to Rs 5 crore. For rolling stock allocation has been brought down from Rs 680 crore to Rs. 607 crore. Though Rs 140 crore more has been allocated for track renewal, by raising the amount from Rs 1091 crore, but even this rise is insufficient in view of the devaluation of rupee and so the less track renewal work will be done as compared to the last year. The amount allocated for bridges has declined from Rs 95 crore during the previous year to Rs 90 crore For signalling and telecommunication though allocation has increased from Rs 132 crore to Rs 135 crore, but in real terms the amount allocated comes to Rs. 120 crore. For railway workshop production units last year Rs. 300 crore were allocated and this year Rs 275 crore have been allocated. For employees housing last year Rs 40 crore were allocated and this year Rs 38 crore have been allocated. So it can be concluded that this year's budget will definitely slow down the pace of progress of the railways. I understand the problems before the hon Minister as he will say that he has received only Rs 1528 crore from the general budget. So how to mobilise resources. Government has tried to restructure the entire railways during the past many years. We were in power for only 11 months so could not do much I will dwell

on the steps taken by us later on. I would like to tell the hon. Minister that he will have to fight within the Government for his ministry only then he would be able to do something. Otherwise he will have to listen evil things from others and nobody will speak good of him.

Sir, I do not have any illwill against anyone or the industrialists of the country and I am also not prejudiced against them, but serious. I am quite serious when I say that all the leading industrialists of India, own car and truck manufacturing units. Birlas have Hindustan Car and Hindustan truck manufacturing units besides many other enterprises. Tatas manufacture automobile and control 70 per cent of the truck market. Same thing can also be said about other industrialists and one of them is known as Hindujas, who have been trying to interfere in Indian politics. He has recently gained control of the Ashok Leyland, Madras, factory. These forces in the country are against the expansion of railways. Forces against the development of railways are operating in the country. These forces work very intelligently either in close liaison with the prominent leaders of the ruling party or with the Government Officers. This needs to be investigated, so I would not like to go in that controversy. But I would like to say that there are some forces in the country may be some industrialists or capitalists who are active in creating hurdles in the way of development of Railways. They work in close association with the people in the Government, who maintain contacts with this lobby of industrialists. At one time it is the permanent Government i.e. bureaucracy and at other time it is the political leadership or some other factor which works against railways. In my opinion Government has been meeting out step-motherly treatment with railways for the last 8—10 years. Earlier the general budget used to contribute between 60 to 70-75 per cent to the railways budget, but now this has come down to hardly 20-25 per cent. So it has became difficult to run the railways.

While granting Rs. 1528 crore to the Railways in this year's Budget, how much would the Government get in return. The Railways would pay a dividend of Rs. 1037 crore according to this year's Budget. Secondly, we have been raising the matter of social cost on Railways since 1967. Why should the Government try to force this on the Railways. The Ministers stand up here and say that as they are concerned about the welfare of the poor, they are not raising the freight on salt, rice, vegetables and fruits etc. This is done just to provide these things at a cheap rate to the common masses. That means the Railways is subsidizing it from its own earnings. I have always felt that the Government should bear the social cost. There is nothing new in it. You take any Railways in the world, whether it is in Europe, Japan or France where some of the fastest trains run -everywhere the Governments bear the social cost. But here in India, whatever might be the reason, the Government is never ready to take up this responsibility. This is the reason of all our difficulties and problems. Therefore, the Government should formulate a definite policy in this regard.

Mr. Speaker, Sir, last year an extra burden of Rs. 900 crore was imposed on the people. The Government says that it is only Rs. 584 crore. But this amount of Rs. 584 crore relates to a period of seven and a half months only. In fact Rs. 900 to Rs. 1000 crore would be collected through the new fare and freight structure. It has always been a practice to play down the figures while imposing new levies.

SHRI RAM NAIK: Is it your experience?

SHRI GEORGE FERNANDES: It is not my experience. Had you been in my place, you would have done the same thing. There is a way of running the Government.

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*[English]*

Governments have their own momentum and their own style.

*[Translation]*

This is mentioned in the Annual Accounts for 1989-90. The final accounts have been mentioned on page-II which shows Assets and Liabilities. Under this head, the Reserve Bank of India has Rs. 788 crore as other deposits; and Rs. 2499 crore under State Railway Provident Fund and Miscellaneous deposits. In all, the deposits are to the tune of Rs. 3287 crore. Under Assets, item G shows

*[English]*

funds lying with the Central Government and C and D are liabilities

*[Translation]*

This is report for the year 1989-90. No report has come after that. I do not know what type of Budget is this, when about Rs. 4,000 crore is lying with the Government in this manner and it says that under the Depreciation Reserve Fund, about Rs. 1061 crore is lying as balance. I fail to understand as to why extra burden of Rs. 584 crore has been imposed on the people which would be collected in the next seven and a half months when there is a balance of Rs. 1061 crore under Development Depreciation Reserve Fund. What is the logic behind it. I have understood what you have said. You could have utilised that fund. Why has the allocation been reduced. That fund could have been utilised for development purpose. It could have been utilised for providing drinking water facility and effectively dealing with problems that are being faced in West Bengal, Karnataka, Bihar and Uttar Pradesh. What did the Government get by keeping the funds as deposit only. Why were the funds not utilised especially when funds from the General Finance are not made available to the Railways by the Union Government. We want a categorical reply on it. On the one hand Rs. 4,000 crore is lying unutilised by the Railways and Railways Deptt. is getting an interest of 5% or 6% per annum whereas on the other hand Railways has to seek loan. It took loan Rs. 1120 crore through the Indian Railway Finance Corporation, whereas this year it will have to seek a loan of Rs. 1500 crore on 12 to 14 per cent rate of interest. The unutilised fund of Rs. 4000 crore included Rs. 165 crore of Pension Fund and Rs. 1061 crore under the Depreciation Reserve fund.

I would, therefore, like to know as to why this extra burden was imposed on the people. Did the Government put any pressure on the Ministry to put this extra burden? We would like to know everything in detail. In March 1990 we had brought out a status paper on Indian Railways. We had proposed to discuss all these matters therein. This is not somebody's brain wave, but the actual problems being faced by Railways

Mr. Speaker, Sir, Railways is the most vital medium of development. If we do not utilise it properly, the very discussion of development is meaningless. If one thousand kilometres of railway track is laid it would provide employment to 30 thousand people. At present there is 62 thousand kilometre of railway track in the country which provides employment to about Eighteen and a half lakh people. If we see the average of last few years, we would come to know that every one thousand kilometre of railway track provides employment to about 30 thousand people.

Mr. Speaker, Sir, the Britishers had come to India not with the aim of building it, but looting it. And even with this aim in view, they thought that laying of one thousand kms. of railway lines was a must in a country like India. From 1853 to 1947 the Britishers laid many new railway tracks at the rate of approx. one thousand kms. every year throughout the country i.e. the undivided country. After that the party which came to

power did very little in this field. Now and then some Tom, Dick and Harry rises from those benches and says that we were in power for 11 months and what have we done in this field. What has this Government done since 1947 to till date except the period of three and a half years for which were in power? (*Interruptions*). Mr. Speaker Sir, I am not raising this point just to rake up any controversy. I want to submit here that if 1000 kilometres of railway track was required to be laid for exploitation by the Britishers, was only 200 kilometres of railway track required to be laid for development. Why was capital not invested in this area? Why did the Government continue to neglect this field for the last 40 years?

Someone should be answerable to it. Someone should concede that their perceptions and plans about the country's economic development, was different, that they wanted to manufacture Auto vans, introduce Motor rails, vehicles manufactured by Birlas etc and that they would allow multinationals like Suzuki to enter the Indian Market If such was our thinking, the country should have been taken into confidence. We are not able to understand it. Today, we are draining out valuable foreign exchange worth Rupees 350 crore to import components from Suzuki and if the same amount had been invested here, we could have laid down 400 kilometres of railway line and that would have provided employment to about 12,000 job aspirants.

I am not aware whether any representative of the Federation of Indian Chambers of Commerce and Industry (FICCI) is a Member of the House or not, but I know that last year, this organisation had brought out a document in which it was mentioned that whenever a new job is treated in any Core Sector or the Railway Sector, then about 25 jobs are created upstream-downstream on a follow up basis. This means that by laying 1,000 kilometres of railway track, in a year, you can provide employment to 30,000 people. Thus every year, seven and a half to eight lakh jobs can be created. I wonder why the Government is ignoring all these suggestions. Why the Government is not giving a serious thought to it. Mr. Speaker, Sir, we want to know about it because capital is involved and such an important issue should not be limited to the debate alone. Today there is much talk of consensus in the political circles. I am not looking at this issue from that angle, but certainly I believe that if these steps for the economic development of the country are not taken, we will have to face many problems in future.

In this context, Mr. Speaker, Sir, I would like to raise one more matter. So far as the issue of resource mobilisation is concerned, I feel that the issue of corruption is inseparably linked with it. During my tenure as the Minister of Railways, I had convened a meeting to deliberate over ways and means to combat corruption and I request the hon. Minister to carry forward that resolve, that initiative If you start counting instances of corrupt practices in the railways, you will get lost in a labyrinth, so much so that it would be impossible for you to come out of that. I am not just referring to the problems faced by railway passengers. No doubt, the passengers are harassed a lot. Corrupt of officials literally pick their pocket, but here I would like to draw the attention of the House to the gross misuse of railway property and funds. I would like to cite an example, which shows the extent to which corruption has made inroads. Yesterday, some boys from Moradabad brought to my notice an incident, which had come to my notice, even when I was in charge of the Ministry of Railways. Mr. Speaker, Sir, 285 people were recruited as loco cleaners there, out of which 185 were recruited just because they succeeded in greasing the palms of the concerned officials. We ordered an inquiry into it and 183 cases were found bogus. This document is of

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the Railways itself and Railway Officers are signatories to it. However, before any action could be taken, I had to vacate office and the matter was closed then and there. Not only this, the two workers who had brought this matter to the notice of the authorities were dismissed from service under Section 14(2) few months back (*Interruptions*). The names of these two employees, who were dismissed under Section 14(2) are Shyam Bihari Lal and Ausiraf Ali. Although I had given specific and written instructions to the effect that action should be taken under Section 14(2), only if an officer is physically assaulted, those two people were dismissed from service. Those who fight corruption are being rewarded in this manner I have got enough evidence to prove it. Can cite many other examples of corrupt practices, but it would not be proper at the moment. I do not want to take the precious time of the House but Mr. Speaker, Sir, I would like to submit to the hon Minister that there is hardly any area where money is not being minted by corrupt officials, through unfair means. It includes among others misuse of land belonging to the railways and misappropriation of fines levied from unauthorized occupants of railway land. Wherever and whenever you stand up and take cudgels against corruption, we shall extend our whole-hearted cooperation to you. I request you to accelerate the process that we had initiated to root out corruption and we are prepared to extend the maximum co-operation possible. Further, you should invest the money thus saved by rooting out corruption, for the further expansion and modernisation of the Railways.

Mr Speaker, Sir, although I would not like to advocate the cause of any particular city, I would like to mention here that during the tenure of our Government, we had prepared status papers on the railways in various parts of the country. We had prepared one such paper on the Bombay Sub-Urban Railway also—while you have liked sub-urban railway fares. In this context, I would like to say that strange problems are faced by Metropolitan centres like Bombay, Calcutta and Madras. A large percentage of our population have made these cities their home. Bombay city alone has a population of one crore and ten lakh. This means that one out of every 70 or 75 Indian stays in Bombay. Calcutta/Howrah put together have still larger population of one crore and twenty lakh, that is, one out of every 60 to 70 Indian lives there The people living in these cities have to confront so many prolbems that we should be sympathetic enough to, at least, provide them transport facilities. But, Mr. Speaker, Sir, I am aware of the situation in Bombay. I know I am talking some time, but please excuse me for that. This report of the railways, in the preparation of which we too had contributed our mite, states that--

[*English*]

"A Nine-car rake has a seating capacity of 852 and standing capacity of 876 i.e. 1728 in all known as crush load... During the busy period, however, 1740 passengers travel standing, increasing the number of passengers to 2592 per train known as 'dense crush load'. ."

[*Translation*]

It further states:

[*English*]

"....., In the morning peaks and evening peaks however 2556 people manage to travel standing, taking the total number of passengers per train from an authorised 1788 to 3408 called 'super dense crush load'..."

[*Translation*]

We use wordings very much like in film dialogues. Now the question is how to deal with this problem. The Ministry of Railways has said in this report that—

"Crowding is so heavy that there are about 10 passengers to a square metre... Three feet by three feet is a sq. metre. I am using one square meter and in the Bombay Suburban train."

[*Translation*]

Only this much space is used by 10 people, who daily travel to and fro. Just think about their condition, the kind of work they can do, what do you expect from them? Are they being provided with even basic civic amenities? It is very necessary to ponder over these issues. You did not make any reference to it in the Budget, although hon. Minister is well aware of the fact that—

[*English*]

1899 Coaches would be needed by the year 2000 A.D. About 190 coaches per year are needed to ease the suburban problem There is only one factory which is producing coaches today i.e Jersop. It is supposed to produce 70 coaches. But it does not produce 70 coaches when your need per annum is 190 coaches.

[*Translation*]

How much money has been allocated to the I.C F. (Integrated Coach Factory) for the current year? How much money has been kept apart for the railways expansion programme? You can suspend the Computerization Programme for one or two years and you should take the Parliament and the country into confidence in this regard We are not going to lose much even if we suspend the computerization programme for two or three years. However, you should increase the capacity of the I.C.F. and the R.C.F. (Railway Coach Factory).

Production of coaches should be increased. We get entangled in one problem or the other created by one or the other and the whole matter comes to a standstill. Therefore, I urge upon the hon. Minister not to give up the initiative taken by the Janata Dal and the National Front Government merely because the whole process was started under the Prime Ministership of Shri Vishwanath Pratap Singh and we were in the Government.

In the same context I would like to refer to Konkan Railway. I am glad that the hon. Minister has allocated a sum of Rs. 51 crore in the Budget, and a news item captioned—[English] Fernandes welcomes the Budget

[*Translation*]

appeared in a newspaper. We did not welcome it. We submitted that we were happy that he had done it, but we are unhappy that he did not make a mention about the allocation of Rs. 250 crore. Implementation of the project of Konkan Railway is not the concern of the Janata Dal or the National Front Government alone. We did not envisage the Konkan Railway. In fact, the British Government conducted the first survey at that place in 1894 and we proposed to complete the project by 1994. We had chalked out a plan to complete it within four years. What we proposed was that a sum of Rs. 128 crore would be provided by the Railways and Rs. 122 crore would be collected from four states including Kerala. Railway line would not pass through Kerala, however, people of that state will get its benefit. They would get the benefit when they go to Northern region or Bombay This is known to them as well as to him. But there is no reference to the amount of Rs. 350 crore to be spent on the project as per the plan during the current year.

[*English*]

The Konkan Railway's total plan expenditure for the current year is Rs. 350 crores.

[*Translation*]

The Government has contributed a sum of Rs. 51 crore to the equity capital which is certainly commendable. Earlier a sum of Rs. 5 crore was contributed by Shri Janeshwar Mishra. A sum of Rs. 56 crore has been provided by the Central Government this year. A sum of about rupees

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fifty crore will be contributed by States. But that amount is to be spent during the current year. Out of a total of Rs. 350 crore a sum of Rs. 250 crore is to be raised through bonds at the rate of nine per cent interest which are tax free. A sum of about Rs. 250 crore was to be collected by issuing bonds this year. He has not even mentioned it His solution to the problem is that he has provided a sum of Rs. 51 crore in the Budget. Even then, the responsibility is theirs. The Ministry of Railways has full responsibility to implement the project I would like to give a hint to the Minister of Railways that if steps are not taken in this regard, an agitation of serious nature is likely to take place from Bombay to Mangalore and Tiruvanantpuram If the funds allocated for the purpose are not spent on the project, people would not tolerate it. I was not aware whether the Government would be out of power so soon. That is why we adopted a strategy while chalking out the plan. The work was not started at both ends. At present work is going on at ten centres. Work is in progress at Mangalore to Udapi, Karwar, Madgaon Ratnagiri and Roha. If funds are not provided, the country would suffer The development work in that region would come to a halt. Moreover, it would mean the violation of the promises made in Parliament and what reaction would be there, I would not like to say anything in this regard. (*Interruptions*).

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): He is under a wrong impression. He thinks that the work will not be completed. Konkan project will be completed by '94.....(*Interruptions*)

SHRI GEORGE FERNANDES: The hon. Minister has not made any reference to it in the Budget.

SHRI MALLIKARJUN: The work is going on in two ways. What new thing the hon. Member is talking of. We would be able to complete the Konkan Railway by 1994.

SHRI GEORGE FERNANDES: I accept the challenge of the hon. Minister. The hon. Minister may kindly clarify as to where has he stated that the work will be completed by '94.

MR. SPEAKER: How much time do you want?

SHRI GEORGE FERNANDES: I will take only ten minutes, not more than that.

SHRI C. K. JAFFER SHARIEF: The hon. Member had been Minister of Railways and he knows everything. We talked to the Konkan Railway Corporation and provided the funds they required. Secondly, I would like to submit that the hon. Member should not be so much worried while people of that area are not at all worried so far as the completion is concerned. Whatever work we have to do, we would do it with full responsibility.

SHRI GEORGE FERNANDES: Does the hon. Minister agree to complete it by '94.

[*English*]

SHRI MALLIKARJUN. It is a common factor that we decide certain date for completion of this at a cost of Rs. 1,043 crores, as per the estimate. But it may further be escalated. It may take a little more or less time than 1994 for its completion. (*Interruptions*)

[*Translation*]

SHRI GEORGE FERNANDES: It has to be completed one day or the other. One, who is born, has to die. (*Interruptions*)

[*English*]

SHRI MALLIKARJUN: He is creating an impression as if we are not conscious of the fact. This is totally wrong because the Konkan Railway concept, as you have said has been there since 1894. We are also

planning for it. If it has been started when you were there, it does not mean that it will not be completed. (*Interruptions*)

[*Translation*]

SHRI RAM KAPSE: What has been decided regarding bonds?

SHRI GEORGE FERNANDES. I am not aware as to what do the hon. Minister and Shri Mallikarjun have in their minds. I can speak on what has been written in the documents We have no power to know their mind.

[*English*]

Here it is written:

"The Konkan Railway Corporation set up in July, 1990 has commenced work on the 837 Km. long railway line from Mangalore to Roha. Railways have met in full their commitment amounting to Rs. 70 cr. as contribution to equity in 1990-91."

[*Translation*]

MR. SPEAKER: Don't deliver such a long speech on Railways. Whatever you have said is enough.

[*English*]

SHRI GEORGE FERNANDES: Sir, it is the biggest job the Railways have undertaken in this whole century.

[*Translation*]

He has challenged me I would like to clear my role in it.

[*English*]

The further contribution of Rs 51 crores to equity capital in 1991-92 has been fully provided for. There is no Railway nor any mention of Rs. 250 crores.

[*Translation*]

Now Shri Malikarjun says that every arrangement has been made. We do not know what does he have in his mind At the same time I would like to refer to Bagha Chhatauni railway line An overbridge has to be constructed and a Railway line laid on the river Gandak to connect North Bihar with eastern Uttar Pradesh. This railway line was laid in 1908 but it collapsed in 1924. Again, the railway line was laid thrice from 1974 to 1976, but the work did not commence. In January last year the work commenced. The project is estimated at Rs. 167 crore But a sum of Rs. 15 crore only has been provided so far. A total amount of Rs. 155 crore has been accounted by adding Rs. 15 crore of this year to Rs. 15 crore of the last year. This shows that the Minister does not want to construct the bridge but wants to lay railway line only.

SHRI MALLIKARJUN: This is not true.

[*English*]

I contest it Why is he misleading? A bridge is to be constructed between Bagha and Chhatauni That is at Gandak For the construction of the bridge, it involves a lot of engineering and other things and the Government is committed to construct the bridge. When it is constructed, it will be shown to Mr. George Fernandes

SHRI GEORGE FERNANDES: Once again Sir, the Minister is speaking to rouse me The restoration of MG line between Bagha and Chhatauni (28 41 Kms) –total capital 10 crores— from the Depreciation Reserve Fund Rs. 45.44 crores which works out to Rs. 55.44 crores. The total cost of this railway when it was sanctioned was Rs. 160 crores plus. They have distorted the figures and he is now challenging me.

[*Translation*]

On what basis the Minister is challenging me. This is a Government document and my submission is based on it. Does he think that I have not gone through it.

SHRI MALLIKARJUN: Have I not gone through it?

SHRI GEORGE FERNANDES: I do not know what is written in the document.

[*English*]

Please note down at page 37 of the Explanatory Memorandum on the Railway Budget. The Rs. 164 crores of the last year may perhaps, become Rs. 170 crores this year.

Mr. Minister, you possibly cannot manage with Rs. 55 crores as you have written under the latest estimated cost.

SHRI MALLIKARJUN: We cannot say that we will complete it within one year. As and when the funds become available, it will be completed.

SHRI GEORGE FERNANDES: I do not expect that in the next 3½ years it will be completed (*Interruptions*)

MR. SPEAKER: Mr. Mallikarjun, please do not get uneasy. Please feel easy. As a former Railway Minister he knows the ecstasy and agony of being a Railway Minister. He is just trying to instigate you. Please do not respond to each and every point.

SHRI C. K. JAFFER SHARIEF: Since he has been earlier occupying this place, he knows the ins and outs of the Railways. Taking the inadequacies that have been found in the Budget, I would only request my friend not to create an impression that the Railway Ministry does not care and the present Government does not have that anxiety to complete the projects. You have appreciated many of our constraints and the problems but do not try to create an impression while you are trying to educate us that we are less anxious than you.

MR. SPEAKER: Well you got the assurance now.

SHRI GEORGE FERNANDES: That is going to help the Railways. I am concerned with what he is going to do.

[*Translation*]

They both have taken my time, you add that too in my account.

MR. SPEAKER: Your account has already increased to a great extent.

MR SPEAKER: You will definitely be given time.

SHRI GEORGE FERNANDES: Firstly of all what hon. Minister is going to do as per his new Economic Thinking in the country. He has certain announcements in this regard.

I am much worried about that. Because one part of it contains nothing. As has been said by him that he in

[*English*]

keeping with the now economic thinking in the country (that means his Perestroika), Railways also plan to initiate action to bring about structural changes (that means Perestroika). I propose to make a beginning with the privatisation of certain activities like catering and conservancy services including cleanliness at certain locations

[*Translation*]

As far as catering is concerned, question does not arise. Mr. Speaker, Sir, regarding catering railways has already taken a decision. We will let you know about that. I am not going to read out in detail. It will take much time. At present Railways provide catering facilities at 3000 stations. and 88 pairs of trains. Out of these 73 stations and 58 pairs of trains are catered to Departmentally.

[*English*]

I repeat. Out of 3000 stations only 73 stations have departmental catering and out of 88 pairs of trains where catering is provided for, only 58 pairs of trains are catered to departmentally.

[*Translation*]

38 stations are taken care of by the contractors.

*[English]*

The remaining 2889 stations and trains are all taken care of by the contractors; have always been taken care of by the contractors.

*[Translation]*

So this is your Perestroika. It is not effective. Why did you refer to it. I am unable to understand Mr Speaker, Sir, I am worried about privatisation of conservancy services including cleanliness as he has said. It means many things would go into the hands of contractors and the poor would continue to suffer. In India conservency services means the neglected, suppressed and oppressed people of the society and your attack would be direct on them and it is indeed a dangerous development We are all worried about it and as such we shall urge the hon. Minister to clarify this issue further. We had made budgetry provision for this and if you proceed as per your proposal, you would come into conflict with us.

*[English]*

Secondly, Mr. Speaker, Sir, he had said in paragraph 91: *[English]* My short-term and long-term strategic planning would aim at trim work force.

*[Translation]*

It means that he had straightaway given us a notice that they would effect retrenchment among railway employees

*[English]*

His objective is to go for a trim work force. Trim work force is a reduced work force. It cannot have any other meaning. It does not have any other meaning.

*[Translation]*

This is your view point and he has given us a notice in this regard and we expect that the hon. Minister would neither take step against the interests of conservance labourer nor would be resort to retrenchment.



Mr Speaker, Sir, now I would like to conclude after speaking on the problems of workers. I would like to say many more things but it is not possible

Mr. Speaker, Sir, there are two issues. The first issue relates to the recognition of Railway employee's organisations and the second issue pertains to ending dictatorship in Railways being exercised in the name of rule 14.2 from Railways. Mr. Speaker, Sir, we are not raising this issue in this august House for the first time. When Chandra Shekhar's Government was in power all the members of the House were united on this issue and those who are now Ministers in your Government had sat here on the ground in this House.

SEVERAL HON MEMBERS: Kumarmangalamji.

SHRI GEORGE FERNANDES: They had also sat here on the ground and said that they would continue to sit unless the Minister gives an assurance that the all employees dismissed under rule 14.2 would be reinstated and the Railway Workers Union would be recognised. We had then taken decisions on both the issues but our Government went out of power and decisions were not implemented even though these were well considered decisions of the Railways Ministry I am aware of the fact that for the last ten years people are jobless. Many of them have died and scores of them have attained the age of superannuation. We had issued orders that one of their children should be provided employment and if an employee wants to join the duty he should be allowed to do so. When we presented our budget in this august House this issue was raised by the Members, particularly by our friend Acharyaji, who is present here, very forcefully. We had promised to solve it. When the discussion on Budget was over we started gathering information regarding the persons

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dismissed from the service and the Ministry of Railways made delay in collecting and handing over the information to us The matter was raised again and again but we could not give reply as we received information were very late Mr Speaker Sir, in the first week of September I got information only from the South Central Railways The report said the persons were dismissed from service wrongly and as such there was no objection in reinstating them Mr Speaker, Sir at that time I said that we will not restrict ourselves to the scientists but will issue order to reinstate all the dismissed employees and for this we formulated a scheme and placed it before the Ministry of Railways This order was issued on the 8th September At that time it was not decided whether we will remain in power or not but when there was no progress in this matter we worte a note and forwarded it to the ministry and there was a great uproar in the House over it In view of this we expect from the hon Minister to use his good offices and powers and reinstate the dismissed employees

Mr Speaker Sir another question pertains to recognition In the Railways some people have opinion that only two labour organisations should be given recognition Mr Speaker Sir, this is against the spirit of constitution When the constitution of India gives the right to form a union to the workers of India how can one ministry make rules to the effect that only two union would be recognised? Whether they enjoy the support of workers or not but only two unions will be recognised When we issued instructions I was informed that in case we do not recognise the unions which have not so far been recognised then the recognised unions will also go against us which would disturb for peaceful atmosphere in Railways As such Mr Speaker Sir, I would like to urge the Hon Minister that these sort of (*Interruptions*)

SHRI MANORANJAN BHAKTA (Andaman Nicobar) Why did you not do?

SHRI GEORGE FERNANDES We did it but it was not implemented In this regard I would like to request the Minister that since there is unanimity on both sides of the House on this issue as such before speaking on the budget You should take decision on these two issues In case you want to have only one organisation in Railways in a democratic way we are prepared for that (*Interruptions*)

SHRI DAU DAYAL JOSHI (Kota) I just want to say that once hon George Sahab had said in this House that let it be determined first as to which union enjoys the majority support then we would give recognition on that basis Is he now changing his stand today? You had expressed your views in favour of one organisation one Union Are you not in favour of that now? (*Interruptions*)

SHRI GEORGE FERNANDES Joshiji orders are such (*Interruptions*)

SHRI DAU DAYAL JOSHI You are not saying this thing help to give recognition on the basis of votes (*Interruptions*)

SHRI GEORGE FERNANDES We are in favour of that We want it to be decided through secret ballot whether it is in Railways or in any other ministry of Government In this way union would come up on the basis of votes If you want to set up a separate federation the arrangements can be made in this regard But the federation should be given recognition through secret ballot Only then there will be smooth functioning and people will also cooperate

Mr Speaker Sir in the end, I would like to submit that as I have already said that I will not support

this Railway Budget, because of new taxes imposed even though I would like to request that more attention should be paid towards the IInd class passengers. The facilities are being provided only to the passengers of A.C., A.C. sleeper and first class coaches. The hon. Minister is aware of the fact that the net earnings from the upper class passengers during the last year was only Rs. 315 crores. Whereas those, who travel on the roofs of the trains, which may be called as super dense traffic and 10 people have to sit in only one sq. m. of place, had given an income of Rs. 2044 crores to the Railways during the last year. No facilities are provided to these people. They usually travel on the roof tops from where they sometimes fall to death and those who account for an income of only Rs. 315 crores are being provided with all the facilities by the Railway administration. Therefore, I would request that the Railway should take some steps to provide facilities to the poor also. Mr. Speaker, Sir, with these words, I conclude.

[*English*]

SHRI MUKUL BALKRISHNA WASNIK (Buldana): Mr. Speaker Sir, I rise to support the Railway Budget proposals placed before the House by our hon. Railway Minister, Shri Jaffer Sharief. The Railway Budget proposals as they are —I can say with full responsibility -have been digested by mostly all sections of the people and industry in general.

MR. SPEAKER: We are skipping the Lunch Hour as many Members want to speak on the subject.

SHRI MUKUL BALKRISHNA WASNIK: The Budget is not a harsh one. But I would like to say that Railways is the only means of transport of the common man and therefore, we have to pay proper attention to the type of innovative ideas, the schemes to provide additional facilities to passengers, the type of measures to provide railway lines in the backward areas of the country and also the type of schemes to mobilise additional revenue. The Railways have a proposal which is going to yield Rs. 584 crores as additional revenue. But I think, in the prevailing economic condition in the country and the atmosphere which has been generated, people are prepared to share more responsibilities. Everybody, whether in the ruling party or in the Opposition, has realised that there is a very serious economic crisis. But at this particular point of time, if the Railways would have come out with more innovative ideas which would not be a burden on the common man, I would have been glad. As far as generating additional resources are concerned, instead of Rs 584 crores if we would have gone up a little more in generating additional resources but at the same time, if we would have been able to provide more facilities to the passengers and to the industry, then I think people would have been able to appreciate the Budget proposals in a much better way and I would have been able to congratulate the Government wholeheartedly.

Sir, it is not just by increasing passenger fare and freight rates that the Government can mobilise additional revenue. There are other ways also by which it can simultaneously mobilise the funds and provide facilities to the passengers. If the Government would have taken up such measures, then it would have been much better. I would like to say that during the last few years, the problems of poverty and unemployment and other related problems have made a large number of people to travel without tickets. How many such ticketless passengers have the Railways been able to check? What were the revenues yielded by the Government through such measures? I think it has not been upto the mark and the Railways should make it a point to effectively check passengers who are travelling without tickets, so that passengers who buy tickets are

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able to travel properly in the trains. If the Railways can check ticketless travel, they will be getting additional revenues also.

The former Railway Minister, Shri George Fernandes has pointed out that the Government has not taken up new projects. The Railways have been very miser in taking up new railway lines. In this context, he mentioned the Konkan Railway project. I agree with him. It is necessary that the projects which we have taken up, should be completed in time. If the surveys were completed way back in 1893 during the British rule, and if the railway lines are not complete even today, what does it signify?

[*Translation*]

SHRI SUKDEO PASWAN (Araria): Sir, There is no quorum

[*English*]

MR. SPEAKER: The bell is being rung –

MR. SPEAKER: Now there is quorum. Shri Mukul Wasnik may please continue.

SHRI MUKUL BALKRISHNA WASNIK: I was mentioning about the delay in the completion of the railway projects which the Government have already taken up. In that regard, I had mentioned what the hon. member Shri George Fernandes had pointed about the Konkan Railway.

There has been one such proposal from my constituency, Buldana, which has been getting delayed over the years.

**13.34 hrs.** [SHRIMATI MALINI BHATTACHARAYA *in the Chair*]

In 1929, the then Great Indian Peninsula Railway Company had conducted a survey on Jalna—Khangaon railway line which joins two backward regions of Maharashtra, viz Marathwada and Vidarbha. Not only that. It passes through an area which has no industries and where no development has taken place. Moreover, it passes through a place called Sindkhedraja which is historically very important to the people of Maharashtra. Sindkhedraja is the place where Jijabai, mother of Chatrapati Shivaji was born. She lived there and it is historically very significant in Maharashtra and several thousands of people keep on visiting that place throughout the year. Stressing these three factors—(1) joining of Marathwada and Vidarbha, (2) the line passes through a backward area, and (3) it passes through Sindkhedraja a historical town, time and again the people's representatives have been taking up this issue on the floor of the House since 1952 and they have also been taking it up with the Railway Ministry. There have been several demonstrations, several strikes, several *dharnas* and there have been several protests but nothing has happened. I am happy to point out here that when I took up this matter with our late Prime Minister, Rajivji, he was convinced about this and he instructed the Railway Minister to do something in this regard. He discussed the matter with the then Railway Minister Shri Scindia and Shri Madhav Rao Scindia had ordered for a technical-cum-traffic survey of the Jalna-Khamgaon railway line. In a year's time the survey was completed. In the meantime elections took place and a Government which did not have the political will to go deep into the backward regions to provide railway line did not decide this particular project favourably. I took up the matter with the then Prime Minister Shri V. P. Singh; wrote a letter to him, discussed the matter with the Railway officials but I am sad to point out here that the officers wrote me a letter back saying that technically the line is feasible but even though we want that the line should be constructed unfortunately it cannot be done because the returns on the traffic will not be up to the mark. Railways are not satisfied and, therefore, we will not be taking up this line.

I again discussed it and my arguments were that if they are not expecting a satisfactory traffic return from this particular railway line it is because there is no industry; it is because there is no development and, therefore, there is an added need that the railway should reach there. If the railways won't reach there, there will be no development and if there is no development the Railways will come forward and say that we won't get sufficient finished goods and we won't get sufficient raw materials and, therefore, we are not going to provide the railway line there.

So, I would like to point out to the honourable Malikarjunji that it is our sad experience, might be that from whichever area the Railway Minister comes—development of railways has reached in those areas and other areas, the backward areas have been neglected

The proposed Konkan railway line which starts from Udipi and goes up to Maharashtra passes through various backward regions. But that is a different matter. There have been cases, very obvious cases, where these types of things have happened. So, I would just like to mention here that the Government should come out with a clear cut policy and a time bound programme that within a fixed time a railway project would be taken up and completed in a backward area, and if it is not going to be done serious things are going to take place in the near future.

There are problems of unemployment. There are problems of backwardness and there are problems of poverty. When we do not take up the railway line there the area is further neglected. There is tension among the people. The people get frustrated. People start agitating and I think this also becomes one of the most important reasons why militant movements have started in various parts of the country. Militant movements are not taking place in Delhi. Militant movements are not seen in Bombay; are not seen in Calcutta; are not seen in Madras but when you go in a backward area of Bihar, when you go in a backward area of Andhra Pradesh and when you go in a backward district of Garchirauli in Maharashtra, when you go in a backward area of Orissa there are militant movements. People are taking up to arms. They are killing each other because there is tension; there is poverty; there is backwardness and there is frustration. Therefore, because of financial constraints and because it is uneconomical, if the Railways are not going to clear the Projects in the near future, then the tension will further aggravate.

The prices are going to increase further. The tensions will also mount. In that case, you will not be able to control the situation. Therefore, I request that those Projects which are pending with the Government be cleared immediately. Shri Fernandes has also pointed out that if development of new lines takes place, then additional employment will come. Employment has become a serious problem. In the President's Address, it was mentioned that employment will be created and educated unemployed will be given employment

If the Railways will not come up with specific measures-- it is one of the most important organisations which can provide jobs to millions of people -then which other major institution or organisation will be able to take up this task? Unemployment is a serious problem and for tackling this problem, the Railways should take up specific measures and solve it as early as possible. I am trying to make this point because I have seen what unemployment is. We have seen what poverty is. Therefore, this should be taken very seriously.

We support computerisation but not at the cost of unemployment. You cannot deny employment to several

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millions of people. The Manifesto of the Congress Party has promised to create ten lakh jobs every year. What are the measures that you are going to take to create ten lakh jobs every year? It needs many specific programmes. I would request that the Government should pay attention towards this.

There are also other measures. We have increased the passenger fares and freight charges. Are we going to provide the desired services to the ordinary passengers? If a Member of Parliament travels in a train, the Railway personnel will respect him. They are not honouring him as an individual but they are honouring his Chair. But what treatment are they giving to the ordinary passengers? How are they treated? Are you aware of this fact? How the ordinary passengers are treated by the Railway personnel? Do we provide social security to the ordinary passengers? Do we provide them with clean and decent Railway Stations? Are we providing them clean platforms? No.

Recently, I was on a trip to Agra. I saw the platform there. It was very dirty.

There, thousands of tourists come from all over the world to see the Taj Mahal. The Railway Station can also become a tourist attraction—not because of its beauty but because of its ugliness. I would request the hon. Minister to pay sufficient attention towards this also. What about the conditions of the Waiting Rooms at the Railway Stations? Do we provide adequate facilities in the Waiting Rooms? Although we are charging extra for this we are not providing them with proper and decent accommodation. Would Government come out with *Yatri Niwas* in all major towns, the passengers will get good accommodation right at the Railway Stations? If you charge a meagre amount for this from the passengers, it will generate some additional revenue and that will help the Railways and also the passengers.

We have seen Railway Stations which outwardly look like Palaces of Monarchs and Kings. We have also seen Railway Stations which look like miniature Rashtrapati Bhavans, in some major towns.

Can there not be small railway stations but clean railway stations? We can definitely have small railway stations, but clean railway stations. Why is there so much expenditure on the administration? Is it going to benefit the ordinary passengers? Can the extravaganza on the administration not be curbed? Serious measures should be taken in this direction?

There is a paucity of goods trains with the result that the industry suffers and the revenue of the Railways also suffers. Therefore, the number of goods trains can also be increased. That will help both the Government and the industry.

I would also like to mention that in the Budget proposals, sufficient attention has not been given to the problems of conversion of metre-gauge railway lines into broad-gauge railway lines. I would request the hon. Minister that sufficient attention should be paid in this direction.

I come from Vidarbha the most backward area in Maharashtra. The Government in the 1980s had promised to set up a coach factory in Vidarbha. It was a commitment from the Government. Today that commitment has not been fulfilled. Already people have been reacting against this. The coach factory had been shifted somewhere else where there was violence and tension. So, should we understand that unless and until we build tension which cannot be matched with the tension in any other part of the country, the attention of the Government cannot be drawn? If that is the case, then I think the people of Vidarbha are capable enough to build sufficient tension which will be unmatched with any part of the country. But problems will increase if we try

to adopt such measures. Therefore, before such things take place, the Government should fulfil the commitment and set up a coach factory in Vidarbha.

People of Vidarbha have also got insufficient number of trains towards Bombay. A Vidarbha Express was started 1½ years back. It is running four days in a week. I request the Ministry to make it regular.

In my constituency, there is also a problem of a railway bridge at the Nandura crossing. The Nandura-Jalgaon road is closed at least six seven hours everyday because of the heavy train traffic on the Bombay-Calcutta railway line. We have been requesting the Government to construct a bridge over there. I request the Government to kindly consider this immediately.

It has been brought to my notice that during the last few years there have been several litigation cases of the Railways before the competent courts. In a majority of the cases, the Railways have lost. Can the hon. Minister go into this matter to find out how many cases were decided during the last two or three years and how many cases the Railways have won and how many cases the Railways have lost? What were the reasons? Were the cases lost on merits or was it because of the incompetence of the lawyers representing the cases of the Railways? I request that this matter should be seriously looked into and such lawyers who have been representing the Railways but have been losing case after case not on the basi of merits, but because of certain other reasons, may be in connivance with the officials or some other consideration should not be engaged.

SHRI INDER JIT (Darjeeling): Are you suggesting that there is some conspiracy between the lawyers and the officials?

SHRI MUKUL BALKRISHNA WASNIK: I am not suggesting a conspiracy. I am only saying that it is a serious matter which should be looked into. I am not levelling any allegations, but because it was brought to my notice, I thought that in the fitness of things I should bring it to the notice of the House.

SHRI AMAL DATTA (Diamond Harbour): Madam, there are so few people in the House. Do you think that it is worthwhile to carry on the discussion now? There are only about 25 people around.

SHRI INDER JIT: I think there is a long standing convention that if the House is sitting through lunch hour the issue of quorum is not raised.

SHRI AMAL DATTA: The issue of quorum I am not raising. But what is the point in discussing? If the Railway Budget has any importance at all, it should not be discussed with only 25 people present in the House. In that case the House should be adjourned at least to overcome this particular convention that this is the lunch hour and therefore the quorum bell should not be rung. But in fact, it was rung. It was rung when the Speaker was in the Chair. I do not see the reason. This was not decided in the Business Advisory Committee.

AN HON. MEMBER: It was decided by the BAC.

SHRI AMAL DATTA: We also sometimes make foolish decisions.

SHRI INDER JIT: Madam Chairperson, the hon. member's party is also poorly represented.

MR. CHAIRMAN: It is not necessary to take my permission to raise the question of quorum. It is not for me to give you permission for that.

SHRI AMAL DATTA: Nothing will happen. In consequence of our speeches nothing will happen. So, let me start as well.

[Sh Amal Datta]

This has become an annual ritual. This has become absolutely an annual ritual, for the Railway Minister to present a Budget to Parliament and for Parliament to pass it. Some do not even look at what the Budget says. And the only thing that the MPs are interested in when the Minister is speaking is the last part of his speech when he says that "I have increased the fares by 20 per cent or 25 per cent or 30 per cent, as the case may be and freight rates by 10 or 15 per cent, whatever it is for that particular year. This is the only thing that they are interested in But what is it that the Railways are supposed to do in our life, in the building of our nation? Nobody has been interested in it We have been hearing the same type of stereotype speeches, uninspiring speeches, unexciting speeches and directionless railway budgets as the Railway Minister's speech we have heard this year. This is our fate in this country that the most potent instrument of economic development and political integration which came to our hands not because of what we have done but we inherited it from our colonial masters, has not been utilized

We have not been able to understand the potency of the instrument. We have not been able to use it for our nation building, for our economic development in no way at all.

SHRI INDER JIT You will inspire us

SHRI AMAL DATTA· I am trying to. You have not inspired me so far. The British had built the Railways in this country in the later half of the nineteenth century Most of our railways had come up between 1853 when they started and the year 1900. But this happened elsewhere in the world also: India was no exception. Because, the British happened to be here, we got an early start in respect of the building of the Railways than in many other countries of the world. But the British did not build them for economic development of India for Indians. They built it for economic development of Indian resources, for the benefit of the Britishers They built it for the purpose of politically subjucating this country more efficiently, more competently, so that they could exploit more intensely. That was the reason they built it. But the Railways did not have that role in other countries, from where we could have taken a lesson, where the Railways are used as instruments of initiating economic development and sustaining development They threw up new areas for economic exploitation by the people of that country, in accordance with the suitability of over all economic growth of that country This has not happened in this country because the British built it in a particular pattern, just concentrating on linking the ports with the hinterland That was the pattern of colonial development they started We in our great wisdom have continued that and strengthened that particular type and pattern of development, which the British initiated

In other countries, the Railways took with it the technological upgradation of the entire society, the entire economy But what has happened in this country? Because the Britishers were here, our rails, our locomotives, our sleepers, our wagons, our coaches and everything were imported. As they were imported, a Railway Revolution, which came everywhere, where the people themselves, the Government itself built railways in its own country, did not come to India So, there was a Railway Revolution in the late 19th century in every country, which today counts as a developed country. But India unfortunately missed that because India was a dependent country, a colonial country at that time. But after Independence we had that opportunity We have missed the Railway Revolution of the 19th century but a Transport Revolution is always possible by opening up areas, by connecting the people, the metropolis, the potential industrial regions and also

by upgradation of technology. We have missed that also very unfortunately because we stuck to the colonial pattern, we have not gone to devise a new pattern, which was suitable for this country. We do not even know that, we have never appreciated that there can be a new pattern and what is that.

We have to find it out. We never tried to do that. All that the Railways have done is to see where the shortages are, where the bottlenecks are, and they tried to keep it up. Now in consequence of the lack of understanding as to what can be the potency, what can be the role of Railways in national life, we do not still know whether the Railways are to be run as a Government Department, which it is, or whether it is to be run as a commercial understanding. If it is to be run as a Government Department, then the expenditure must come from the exchequer. Of course, railway would charge, fares and freight. But that does not mean that this has to balance. But we have made it balance year after year as if it is a commercial undertaking. On the other hand, because it is the Government Department it has been made to bear social obligations, the cost of which is atleast Rs. 1900 crores. It is somewhere mentioned in the Status Paper. It was published during Mr. George Fernandes's time...*(Interruptions)*

SHRI BASUDEB ACHARIA (Bankura): It is Rs. 1400 crores.

SHRI AMAL DATTA: That is only for passengers. There are other obligations also.

As Mr. Fernandes has said and as contained in the Status Paper, in many countries of the world, there the Railways have nothing to do with the Government and they are not Government Department, even where, the Government bears this social burden atleast partially, sometimes to a large extent, if not wholly. But I in India, nothing like that has been done. The question becomes very very important because most of the Members of Parliament Mr Fernandes has also said both in the Status Paper and here--36 Members spoke on a debate on some railway accident and they wanted a railway line in their own constituency. Here also you will find that when the debate on Railways goes on, most of the Members would say that they want a bridge, they want a railway line, they want a platform or they want something else in their own constituency. Is Paliament the forum for that? But we have been reduced to doing this because Railways have not provided us with any other forum where we can take our own demands and have discussions and then demands can be forwarded. Then, we can go to the Government for change in the Government Policy. What is the Government's Policy? Is there any policy of opening up of new areas, remote areas, areas which otherwise would have been able to develop, but for lack of communication.

Now, I find in the National Transportation Policy Committee as far as I remember it was submitted in 1980—this question has been discussed as to whether Railways will go to open lines in the remote areas in which case it cannot expect 10 per cent return. According to their own guidelines set up by themselves, I do not know approved by whom, they do not lay a new railway line unless it shows 10 p.c. return Of course, there is a clause that also covers backward and remote areas. But, many areas cannot be defined as backward and remote areas according to that definition. Now, what happens is this that some Ministers, particularly this has been brought by Shri Mukul Balkrishna Wasnik, that whenever there is a Railway Minister of a particular State, only all the developments take place in that State and that has been happening. We have seen it over the year 1980-84 and again 1985-1989 and again recently now. *(Interruptions)*. So, what is happening that everybody has been demanding in the Railway Budget mostly the railway lines. But there is

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a guideline— supposed to be a guideline of policy as to when new railway lines are to be taken up. It is contained in the Status Paper and elsewhere also. It says that existing policy guidelines for selection of the new line projects are as follows:

(a) Project-oriented lines, to serve new industries or tap mineral or other resources;

(b) Lines to serve as missing links which can form alternative routes to ease the congestion on existing busy routes;

(c) Lines required on strategic considerations; and

(d) Developmental lines, to establish new growth centres to give access to remote areas.

These are the four cardinal principles the Railways have told us under which only new lines can be taken up. Now, in all these they try to see whether 10 per cent return will be got but unfortunately how this 10 per cent is to be calculated, at what base, on what cost and on the basis of what revenue expectation, that is not understood. We have examined in the PAC railways estimate of the cost benefit ratio's in respect of a couple of railway lines. One of them was a line which is called Chittradurg-Raidurg line which is partly in Andhra and mostly in Karnataka. May be, Mr. Jaffer Sharief will remember this line because I think, as far as I could guess, he was the initiater of this line when he was the Minister of State for Railways between 1980 and 1984. This line was started with a preliminary assessment of return to the extent of 7.4 per cent and the proposal was sent to the Planning Commission. But before the Planning Commission could look into the matter and approve, this line was included in the Supplementary Budget and provision was made for construction of this line. When the Planning Commission was under duress to do something, they got it examined again and this time the return came down to 1.7 per cent. This is very strange indeed that from 7.4 per cent, the return came down to 1.7 per cent. Nevertheless, the Planning Commission, as a gesture of great generosity which it had to extend to a Minister, approved the scheme. But when the PAC was examining it in 1988...*(Interruptions)*

AN HON. MEMBER: No quorum.

SHRI AMAL DATTA : Madam Chairman, it is past 2 o'clock. Will you please ring the bell and see whether the Members come in? Otherwise we will go home.

MR. CHAIRMAN: I will call for the quorum. Let the quorum bell be rung . Now there is quorum in the House The hon. Member may continue.

SHRI AMAL DATTA: Madam, I was on the point of how this return on investment on new railway line can be manipulated by the Railways. I am stating from PAC's 178th Report of the Eighth Lok Sabha. In that Chitradurg-Raidurg affair, it was 7.4 per cent return initially but subsequent calculation showed return of only 1.7 per cent, and then it was found that as on 31-3-1987, Rs. 3.8 crores had been spent and 11.10 per cent work had been done. Phase-II of the work had been shelved. Still the work has not been finished. It is again provided for and a hefty sum is provided in this year's Budget. Because again the Minister interested in it has come back, so, he is again providing funds. Now, what is the meaning of this particular type of return calculation? No meaning whatsover. Another one I will show just to give him the difference A project-oriented line, Manikgarh-Chanderi line was to be build up to facilitate, setting up of two cement plants at the instance of Maharashtra Government. Railways were most reluctant because the return on the Discounted Cash Flow technique was 2.11 per cent. Again when the Government of Maharashtra went on insisting the return calculation went up to 10.8 per cent which

is just above the 10 per cent, which is so relevant. Therefore, it was sanctioned and the work started and the work was also completed. The revenue earning traffic, which was earlier estimated at 2.5 was only 1.05 and yet the return was 22 per cent. This is the strangest of all. The Discounted Cash Flow technique and all other high flowing words are there. But there is no substance in this type of calculation. Everything is done on the basis of political motivation. Somebody wants a line and he gets the line sanctioned. He gets the Railways to do whatever he wants to be done in the way of calculation and showing adequate return. These have nothing to do with facts. So what I suggest (*Interruptions*)

Yes sir. But you do not take my time. Please give me this time.

SHRI C. K. JAFFER SHARIEF: Madam, I am glad my friend has started this point. I know, as Chairman of the Public Accounts Committee what report he has submitted. I wonder whether...(*Interruptions*) I do not want to make any reflection on anybody. I am not doing it. What I am trying to say is I do not know who has been examined and what sort of impression they have given to the Public Accounts Committee. If there is any...(*Interruptions*)

SHRI NIRMAL KANTI CHATTERJEE (Dum Dum) : I just intervene. I was also a Member of the P.A.C. The normal procedure is to examine the Board. They come to represent you.

SHRI C. K. JAFFER SHARIEF : That is what I am trying to tell you. The officials of the Ministry have given evidence and it is based on this. They would have made available the records. I will welcome even today my friend, Shri Amal Datta to come along with me and visit the place and find out the marketability and the economic development that have taken place in that area and then make his comments on that particular line. Let me also tell you one more thing. If you have to go by those yardsticks, I can point out many areas of investment even in West Bengal where you cannot ask anything more.

SHRI AMAL DATTA: Madam, he has taken five minutes of my time. The point that I was making is that there can be manipulations. I am not saying that the area will not develop. The area will certainly develop. That is the exact point that I was trying to make. The other areas are not allowed to develop, when they show low returns. But this area is allowed to develop, inspite of low return. I am saying that there is no mechanism in the Government of India in the Railway Ministry to consult the States and to take their demands and to go into them properly. If they think that the regional development is inadequate to justify a railway line, then you get the States to agree to put in their own investment for the regional development. It is exactly the suggestion of Shri B. D. Pande's Committee on National Transport Policy. But the Railways have given a go-bye to it. The State Governments even do not know about it. Please make an institutionalised arrangement so that you can consult the State Governments and ask them to put forward their demands. You ask them what kind of investment plan they have got for the areas. Then only you can do justice to the aspirations of the people of so many States of the country. Otherwise you are doing something absolutely wrong. You are making the people parochial. I do not want to be parochial. I do not want to come here and shout for a railway line in my own constituency. But, because there is no forum, because you are not even consulting the State Governments I have to do it and so many other Members have to do it. You must understand what you have reduced Parliament to because you do not have any arrangement.

The other thing is the technological upgradation. The Status Paper which

[Sh. Amal Datta]

is a Government publication, has admitted that the technology of traction, whether diesel or electric, the technology of wagons, coaches and everything was frozen in the Fifties. No technological upgradation has taken place. In fact, again if I may quote my experience in the PAC, there was a proposal to develop a new kind of wagons. The proposal came from RDSO, the Railway's own Research and Development organisation. In 1972 it was formalised. Even before that, it was there in the papers. Why didn't you do anything about it, I do not know. Because there was nobody in the Railways to receive that I suppose. In 1972 it was formalised, the Railways could not wake up to it for seven years. After seven years suddenly they started moving very fast, so fast that without proper trial they placed orders for more than Rs. 600 crores worth of wagons and, therefore, they were found to be defective, suffering from excessive wheel wear and rail wear. This is the kind of things which makes the working expenses so high, so much maintenance cost is incurred because of this and ultimately the poor people have to pay the compensation for that, not the people who are guilty. So, what should be done? There must be continuous upgradation of the railway technology which has not been done and Mr. Fernandes quoted from the Budget. I am also going to do that. Rs. 5 crores is all that has been given for research out of a total expenditure of more than Rs. 7 thousand crores, and the development expenditure in addition to that is more than Rs. 5000 crores. What kind of figures are you dealing with? The Government insists that 2 per cent of every industrial establishment's gross revenue should be spent on Research and Development. On that calculation more than Rs. 250 crores should have been spent for Research and Development for Railways. So, where are we standing? Because the people have no idea that the railway is the chief instrument available with the Government of India for technological upgradation of the whole country and if that happens, the cost will go radically down. What has been happening? Railways are replacing the track, every year track renewal has been taking place. But only recently they have started replacing the old rails with the right kind of material, right kind of steel rail but and that also not in adequate quantities. They had been expending money in getting inferior quality of rails which has been discarded the world over more than quarter of a century ago. Again costs go up because of this. I am glad Mr. Jaffer Sharief agrees with me. This is the kind of thing which we must take care of. If Railways have proper arrangements for people to ventilate their grievances, then we do not have to come here and say, 'We want this bridge, we want this platform, we want this station, we want this line'. There must be other forums for that because on Defence you can have one day debate in a year and get away with it because we know nothing about Defence. It does not touch us in our daily life. But Railways are always touching us not once or twice, but innumerable times every day. So we must have other forums and the Govt. have destroyed them. The Minister is nodding, I hope you will revive the forums. I was myself elected a Member of the Zonal Railway Users' Consultative Committee. Not a single meeting was held in the year 1990. I was told that the reason was that the Committee had not been fully constituted. Why? The names have not come. Minister's nominations have not come.

SHRI C. K. JAFFER SHARIEF: May be, it might have happened during the last two years. But we will revive that.

SHRI AMAL DATTA: Mr. Jaffer Sharief, you know I am an M.P. (*Interruptions*) This is the first time I myself was nominated. Why you did not nominate me in between 1982 and 1984 and your Mr. Madhavrao Scindia did not nominate me in 1985-1989? Well, every M.P. should be there. That is the point I am making.

If I have a grouse or grievance or demand, I should make that in the Zonal Railways' Users' Consultative Committee which must meet so many times. When I ask the railway officials how many times did they meet, they are very reluctant to answer me. There is no guideline as to how many times it should meet. They should meet at least 12 times or 15 times or 20 times, nothing less than that because there are so many points to be discussed. So, I want that to be institutionalised in a proper way so that we do not have to come to Parliament and waste the time here. This is more important and if this is done then you will not have to discuss these things in Parliament. You can discuss other things about the main objects and directions of the railways as a whole not direction of a particular train. Therefore, I would request the Railway Minister to institutionalise two things at once; one is consultation with the State Governments and getting them to bear a part of the railway expenses for new lines which Mr. Fernandes had done in respect of Konkan Railways. That pattern can be followed. It has been accepted by bureaucracy, by the Finance Ministry and it is easy now to follow that pattern much easier that if you were to start with a clean slate. In that case of Mr. Fernandes, he did not get the State Governments to agree to make investments for development of the backward regions through which trains are going to pass. That assurance in terms of B.D. Pandey Committee should be taken from the State Governments to put up a particular project for generating a particular type of freight traffic, passenger traffic etc. If that is done, only then you will have no dearth of resources to open up all the backward regions and we will not have to shout here for this line or that line.

With these words, I thank you very much for giving me time to speak on the Railway Budget.

[*Translation*]

SHRI AYUB KHAN (Jhunjhunu): Madam Chairman, I am thankful to you. The Minister the Deputy Minister and all the officials of the Railway Board deserve to be praised, for presenting a very good Budget in the present economic situation. Since 1853, there has been a lot of development in our railways. Today, this network consists of 62,211 kilometres long railway lines, 8,590 engines, 37,953 passenger coaches and 7,076 railway stations. Our railway network is one of the best networks in the world and holds the first place among the railway network in Asia. It is commendable. I would like to give some suggestions regarding the defence personnel.

Much improvement is needed in the coaches in which military personnel travel. Heavy tanks are loaded on N.D.F.U. and are moved from one place to another. But no facility has yet been provided to them. Such facilities should be provided so that these tanks can be loaded and un-loaded, conveniently. They should have good communication system. All the facilities should be provided in Kitchen coaches and K.F. loading coaches.

My second suggestion is that as we have achieved much progress in the field of science, intercom facility should be provided to the drivers and the guards of the trains. The engine drivers also should have such a system which may enable them to communicate with the approaching railway stations regarding the clearance of the line. It will be helpful in running the trains safely. Rajasthan has been deprived of a lot of such facilities. Among all States, Rajasthan is the lone State which is totally desert. But that does not mean it has nothing except desert, it is the land of the warriors, the land of forts and other beautiful architecture which present such a grand view that tourists throng to see them. But despite all these things, Rajasthan has been neglected all along in the matter of railway service. There are some districts in the State which do not have railway line and the people of those districts have not seen the train even. Such is

[Sh. Ayub Khan]

the state of backwardness of Rajasthan. I would request the hon. Minister to accept the outstanding demands relating to the railways of Rajasthan government as early as possible. In this connection, I would especially mention the name of Delhi—Ahmedabad railway line, conversion of which into broad gauge should be done early. Besides, approval for the conversion of Swai Madhopur—Jaipur—Bikaner—Jaisalmer railway line should also be expedited. So far as any constituency Jhunjhunu is concerned, a railway line was laid in that area during the British regime. There are a number of important tourist spots in that area including Pilanicity, but the place is still devoid of railway facility. Udaipur Vati constitutes half of this district, but it is yet to find a place on the railway map. Most of the areas are hilly and the people have not seen even the train. A lone railway line goes upto Khetri Copper Project. But passenger bogies are not attached to the goods train which runs on this line. The result is that the people are not being benefited. I had been a member of the Eighth Lok Sabha and I raised this matter continuously for five years, but in spite of that the people of Khetri area did not get this facility My submission is that my district is particularly deprived of railway facility. Even from security point of view, it is essential to connect this area with a broad gauge line No day train is available to the people of Jhunjhunu for Delhi I cannot imagine of any area other than Jhunjhunu from where no day-train for Delhi is available. I would request the hon. Minister to adjust the timings of the trains in a such a way that the people from Jhunjhunu could travel to Delhi and vice versa during day time. The lone train that was running on this line was Shekhawati Express and it was upto Shekhawati only. That train used to run between Jaipur and Delhi via Sikar, Jhunjhunu and Loharu. But that train bifurcates into two at Loharu and bogies of a shuttle train coming from Bikaner are added to it. The result is that many passengers, travelling from Delhi bound for Sikar and Jhunjhunu have to change their coaches at Loharu and face a lot of inconvenience. Therefore, I would request that all the coaches of this train should go upto Jaipur and a day-train must be introduced on this line.

The bogies of Shekhawati Express are very old and worn out with the result that it is a nightmarish experience for the pasengers to travel by this train. There is no arrangement for water in the train. Even if water is filled up, the overhead tank gets emptied by the time the train reaches the next station. In such a situation, it is very difficult to travel in these bogies. The condition of Ist class bogies is so bad that it is impossible to travel in them. Even the IInd class bogies are better than the Ist class bogies I would request the hon. Minister that one A.C. 2 Tier coach should be added to this train so as to augment its capacity. The hon. Members from our state had been demanding air conditioned and grand railway stations. The area to which I belong is such a desert area in Rajasthan where there are very small railway stations with no shed over the Platforms. There is no arrangement for drinking water and waiting rooms. At some of the stations, there is no platform even. Therefore, it is very necessary to pay attention to such things. At such small railway stations arrangement of sheds, light and cemented floors should be made so that the people could feel that a competent Railway Minister has taken over the charge of the Department of railways, I fully hope that Rajasthan would not be deprived of his competence.

Rajasthan is a backward state and railway facilities in the State are heavily lacking. There is not a single broad gauge railway line in the entire State. I demand that the railway projects submitted by the State Government should be approved and work taken up on those projects expeditiously. As I said earlier, a day-train must be introduced from Jhunjhunu.

There are a number of villages in Jhunjhunu, the residents of which are billionairs. In this connection, I would particularly mention the name of Navalgarh. There are about 100 billionairs from this village and all of them are living in the cities. Whenever they visit their village, they have to walk on foot for miles together to reach the village. There is no railway reservation facility available for them. I would request that reservation facility at the railway station from where they commence their journey, especially for Bombay and Ahmedabad should be provided.

SHRI SYED SHAHABUDDIN (Kishenganj) Why don't you get a helipad constructed for them?

SHRI AYUB KHAN: First you provide them railway facility. Then the question of providing helipad and helicoper service could be considered

SHRI RAM NAIK (Bombay North): Today they pine for bread, but he says that they should be given cake to eat (*Interruptions*).

SHRI AYUB KHAN: What an idea. My submission is that Jhunjhunu district has the distinction of sending maximum number of personnel to the armed forces. You would not find a single family who has not sent at least one of their members to serve in the armed forces. In spite of this great contribution, the district is devoid of railway and other facilities. Each and every person of that area considers it a sacred duty to lay down his life for the motherland and that is why he is always ahead of others when the question of serving the motherland comes before them. He is never swayed by petty considerations. The slogans of 'Mandir' or 'Masjid' which divide the country on communal lines do not distract them. The people of that area are neither influenced by the Imam nor swayed by Shri Shahabuddin. Ours is the land of love and affection. Therefore, I would request that the area which has always in the fore-front for the service of the country should not be deprived of these facilities. A day-train must be introduced from my area and the demands for broad gauge railway lines submitted by the State Government should be fulfilled Reservation facility for the passengers bound for Bombay and Ahmedabad should also be provided there Some employees were removed from service for participating in 1981 strike These employees have not so far been reinstated despite the fact that the question of their reinstatement has been discussed a number of times by the Ministry of Railways As they have already suffered a lot, I would request you kindly to reinstate them, keeping in view their economic condition. They should also be given all facilities which otherwise are given to employees

Madam Chairman, in the end I must thank you for giving me an opportunity to speak. I express my gratitude to you I hope, the hon. Minister of Railways would pay special attention to Rajasthan, especially to Jhunjhunu

SHRI SYED MASUDAL HOSSAIN (Murshidabad): Madam Chairman, I am raising the question of quorum There is no quorum in the House

*[English]*

MR. CHAIRMAN: Now there is quorum Now Shrimati Basava Rajeswari to speak

SHRIMATI BASAVA RAJESWARI (Bellary): Madam, I would like to thank you for having given me an opportunity to participate in today's Budget discussion in respect of the Railways for the year 1991-92. I am very much hurt because at the fag end of the Elections our beloved leader Shri Rajiv Gandhi's assassination took place. It has shocked the entire country and the world as a whole. Madam, whatever Shri Rajiv Gandhi has done during the Eighth

[Smt. Basava Rajeswari]

Plan towards the encouragement of the Railway development could not be forgotten either by the railwaymen or the country as a whole. He had a vision to have a modern India.

**14.36 hrs.** [SHRI SHARAD DIGHE *in the Chair*]

His dream before his assassination was to retain the stability, integrity and the unity of this country.

Sir, coming to the Budget, the hon. Minister has given a poor man's budget. He has not raised the freight charges for all the consumer goods. Nor has he raised the passenger fares for the poor people. Therefore, I hope the entire House will unanimously agree with him and support the Budget as has been presented by our hon. Minister.

I come from Karnataka. In Karnataka, the Railway development is very much inadequate compared to national level. Even when we compare with the Southern States, we are very much inadequate. If you take up the conversion of metre-gauge to broad-gauge line, we are far less than Andhra Pradesh and Kerala. Whenever new trains are started, we have not seen any new trains running in Karnataka. Even extension of the existing railway-lines also has not been introduced in the present Budget except the *Chitradurga-Royadurga* line. The hon. Minister is also here. I would request him to see that a uniform treatment is being given to all the States without any discrimination at the time of taking up the works.

Sir, the hon. Minister was responsible for running the Karnataka Express from Delhi to Bangalore. We are very much grateful to him. But I am very much hurt to say that that train requires a minimum of two-and-a-half days to reach Delhi. This is causing a lot of inconvenience for the passengers especially for ladies and children during the hot summer period to travel for a long-time with a long distance. Hence I would request the hon. Minister to make arrangements to run a speedy train like the Rajdhani Express or the Shatabdi Express especially to see that it reaches as early as possible with maximum facilities.

Sir, the coaches especially the two-tier and first-class coaches need a lot of immediate replacement. People are paying money for it. If they don't enjoy their journey, it is unfair. Therefore, he has stated in his Budget Speech that he would require as many as 5000 coaches for the replacement purposes. I do hope that he will give priority to it to see that replacement is taken up as early as possible. Further, the Hampi Express which is starting from Bangalore reaches Hospet overnight. We are short of coaches. I would request the Government today to provide one more additional coach with two-tier and first-class compartments so as to cater to the needs of the passengers—who are not getting adequate reservation—of Bellary which is an industrial town with irrigation potential, with mining facilities. Hence, I urge upon you that one more coach can be added.

Another thing is, I would like to have a stoppage near Tarrangal where, as you already know, thousands of labourers are loading the ores to the MMTC. They would like to have a stoppage over there. Every time Karnataka Government has been writing letters again and again to start new lines in Karnataka. One line has been pending for years together in the name of Harihar-Kottur line. The hon. Minister knows about it. This is a link line. It is already half-completed. I have been pressing for the conversion of this line to connect Harihar. But every time I receive categorical reply saying that it is not feasible. I would like to bring to the notice of the hon. Minister that the mining activities are very much abundant in Bellary and a lot of ore is being sent to Madras. But the Madras port as such cannot absorb the entire ore which has been produced

in that area. If this line is completed, I can say that half of it can be diverted to Mangalore port which has already been converted into an all-weather port. It will cost very little. Estimates have already been drawn up up-to-date. Therefore, I would request the hon. Minister to consider the Harihar-Kottur line on a priority basis and so also, Hubli-Karwar line, Chamarajnagar-Satya Mangala, Mandapalam line. The proposal for these new lines has been pending with the Railway Ministry for a long time.

The Konkan Railway has been started by the previous Ministry. I welcome all the measure. This will definitely help the people of Karnataka, Maharashtra and Kerala. This is a very huge project which has been started and the hon. Minister has provided sufficient funds so that construction will not be a problem. Therefore, I thank the Minister on behalf of the people of Karnataka for having taken up such a huge project like the Konkan Railways.

About the conversion to broad-gauge, this has been held up for a long time. If this conversion to broad-gauge lines is not taken up the entire industrial production will be in a bad shape. Hence our Government is pressing to convert the Hospet, Hubli, Meeraj, Ankola metre-gauge lines to broad-gauge lines. I think, the Minister already knows about it and I hope, that he would definitely take up this project.

Raichur Thermal Plant was started in Raichur so as to see that we get coal from Singareni from the shortest route. The shortest route which was prescribed was from Hyderabad to Wadi. And now, it appears that the railways have chosen the longest route which is almost double than the one which was there before. This has caused lot of burden on the Government of Karnataka as also on the Thermal Plant. It is not going to be remunerative provided we pay the freight charges for the longest route. Therefore, the Karnataka Government is pleading again and again with the railways to see that the freight charges are calculated at the shortest route and not at the longest route. I know the hon. Minister will take care of it. As we are already having shortage of power and if this plant also struggles for want of supply of coal, it is again going to be very critical as far as power position is concerned in Karnataka.

We require number of over-bridges on the national highways as also on some of the highways. Public are put to a lot of inconvenience for want of these railway over-bridges.

I would like to suggest the hon. Minister for putting up one or two R.O.Bs. in my constituency. I think the Railway people have taken care of this and the estimates have been prepared. One is construction of R.O.B. at Hospet-Komple road—1.90 Kms; second one is at Karwar-Bellary road towards Gadok and out-skirts of Hubli city; the third is at Bellary-Hospet road (Bellary city) and the fourth one at Hospet town. These are the four bridges which I would like them to construct.

Regarding the electrification of the lines, they should be given priority, because if you want to think of modernisation, this is a must. In Karnataka, as far as the electrification of the lines is concerned, the modernisation is very much less. The modernisation of Bellary Railway Station has already been started and I hope sufficient money will be provided to complete the modernisation of the existing Railway Station at Bellary.

There is a shortage of drinking water at the Station. There is a proposal to get the water from Haggary which is the nearest to the station. I hope the Hon. Minister will provide sufficient drinking water for the public at the station.

[Smt. Basava Rajeswari]

There are lot of encroachments as far as the railway lands are concerned. They are valuable lands and they have been encroached by various people. The income from the leases which have been given long back was very less. If the railways wants to have good income, it would be better to auction those lands. As far as possible, wherever we need the land for the expansion of railway stations etc., we should utilise it. Otherwise we will be losing the authority. Therefore, it is better if a team is constituted with experts and they should survey as to where the valuable land has been encroached and by whom; whether we are getting reasonable income by leasing and any mischief has been done at the time of leasing. This has to be taken care of.

Railway Users Consultative Committees are to be constituted. They are going to be more useful and the local problems can be solved at the local level itself. These things should be considered.

The cases regarding consideration on compassionate grounds are not being disposed of early. Lot of cases are pending and there are procedural delays also. There are genuine cases, where poor people are suffering for want of disposal of these cases.

Another thing is that the security is insufficient especially in Air-conditioned and three tier bogies. We can see at nights some people going and sleeping in the compartments meant for others. They are trespassers...Such things should be avoided especially in the night trains. You must provide proper security.

You should try to improve catering. As you have mentioned in your statement that the proper people should be given with proper menus and this is going to be useful. Also timely arrival of the trains and cleanliness has to be maintained. What we are doing is not sufficient. We should take proper care so as to see that cleanliness is given more importance.

With these suggestions I conclude my speech as I have not been left with any time. I support the Budget with the above suggestions.

MR. CHAIRMAN: Shri Surya Narayan Singh to speak.

SHRI RAM NAIK: Sir, from the Congress more members have spoken. In the normal course the second speaker should be from the BJP.

MR. CHAIRMAN: I will finish one round first with all the parties and then only come to the second round. Every time one from the opposition and one from the Congress will speak.

[*Translation*]

SHRI DAU DAYAL JOSHI: Three members of C.P.M. have already spoken. My name was before them, but I was asked to give an opportunity to Shrimati Basava Rajeshwari...*(Interruptions)*...

[*English*]

MR. CHAIRMAN: If more members have spoken from Congress at a time, I will consider.

SHRI RAM NAIK: Before her, his name was there. There was a direction or some understanding with the Speaker that she should speak first and then Shri Dau Dayal Joshi's name will be called. That is why he is entitled.

MR. CHAIRMAN: As far as the other parties are concerned, they must be given a chance. Now from the CPI, Shri Surya Narayan Singh to speak.

[*Translation*]

SHRI DAU DAYAL JOSHI: I had raised objection in the name of opposition party. My name was before Shrimati Basava Rajeshwari.

[*English*]

**MR. CHAIRMAN**: That is all right. Now the time has come to call at least one member from the opposition parties. One round should be completed. Then I will call BJP's member. Shri Surya Narayan Singh to speak.

[*Translation*]

**SHRI SURYA NARAYAN SINGH** (Balia): Mr. Chairman, Sir, the budget presented by the Railway Minister has disappointed the people of entire country. The Railway Budget is inflationary, directionless and it maintains *status quo*. It is not going to help in any way in speeding up the devlopment of the country.

To meet the deficit the traditional method of increasing passenger fares and freight has been adopted and an extra burden of Rupees 584 crores has been thrust upon the public. Neither there has been any development nor any effective steps have been taken to provide facilities to the passengers proportionate to the burden put on the common people. The tradition of increasing the fare and freight to meet the deficit has been followed.

Other effective steps have not been taken to increase the revenue and overcome the financial crisis. No special efforts have been made in this regard. The other day as honourable Shri George Fernandes said during the course of his speech that the budgetary support which the Railways used to get from the Central Government has been reduced gradually. If the Railways have to play an important role in the development of the country, this budgetary support is required to be increased. But instead of increasing it, it has been decreased gradually. In the Sixth Five Year Plan it was 58 per cent and now it has been brought down to 20-21 per cent.

Social cost was also discussed in the House and I am in favour of it It is the responsibility of the Central Government to pay subsidy in order to compensate the social cost. Central Government has continuously been denying it. Thus Railways faced many difficulties in the way of its development because of financial crisis. Thus it can be an important medium in removing the financial crisis.

Secondly, I would like to draw the attention of the Railway Minister to a matter of great concern that is the corruption prevailing in the railways. Besides, there is wasteful and unproductive expenditure in railways about which I had also written letters to his predecessor. I raised this question in the Railway Consultative Committee and in this House also but alas no effective action has been taken in this regard. I don't know whether the Hon. Minister is aware of the fact that in Gorakhpur, the officers are spending lakhs of rupees illegally on decorating their bungalows. They are spending money to decorate the lawns of their bungalows with fountains etc. Vehicles belonging to the Railways are being misused Railway money is misappropriated in the name of local purchase. I had requested inspection of at least of one place. I suggested the name of Gorakhpur Mechanical workshop in this regard. A considerable amount of money has been misappropriated in the workshop in the name of local purchase. This will reveal as to what is happening in Railways in the name of local purchase. Like-wise new incidents are taking place. Incidence of corruption and theft are on the increase in Railways. The present situation is such that people do not want to send their luggage or goods by train. They are not sure whether the goods will be loaded at the loading point on time or whether these will reach their destination at all. A number of incidents of thefts are taking place and nobody is accountable for that. Nobody can be held responsible for these cases of thefts which are resulting in enormous loss to the Railways. If these cases of

[Sh. Surya Narayan Singh]

theft are checked as one hon. Member has said, loss of thousands of crores of rupees can be avoided and there would be no need to effect a hike in the present passenger fare and freight rate to collect Rs. 584 crore.

I cannot say much about other railways but I would like to say something about North-Eastern Railway. There are five workshops in the North-Eastern Railway The Samastipur Workshop, which is in Bihar, was set up in 1881. That workshop undertakes repair work as well as manufacture of wagons and other items. Gradually the work-load of the workshop was reduced. When this workshop was established the workers' strength was 3500 now it has come down approximately to 400- 500 only. It seems that a conspiracy is being hatched to close down the Samastipur Workshop. It is disturbing to note that the spare parts used in the repair and manufacture of wagons are purchased from outside sources, when these can very well be produced in this workshop. There is only one bridge workshop in the Gorakhpur division and even in that workshop the foundry shop has been closed. The condition of all five workshops in the North Eastern railway is pitiable.

Sir, I would like to say something about my state. As in other spheres, Bihar has got a raw deal in the sphere of railways also. For years there has been no expansion of the rail network in Bihar. In 1980 a survey was conducted for the route between Ranchi and Giridih *via* Hazaribagh and Koderma. The estimate cost at that time was Rs. 55 crores which has now escalated to Rs. 194 crores. In 1983 a survey was conducted for a new railway line linking Madhupur and Dumka at an estimated cost of Rs. 32.45 crores which has now escalated to Rs. 69 crores. A survey was conducted for the conversion of the metre gauge line between Samastipur and Darbhanga to broad gauge at an

**15 hrs.**

estimated cost of Rs. 26 crores. Bagaha and Chhitauni have already been discussed. A rail bridge was to be constructed over the Gandak to make the Bagaha-Chhitauni rail link operational. For the conversion of the single line between Patna and Gaya to double line, a survey was conducted but the work was not started as it was claimed that requisite funds were not available. Hazaribagh is the divisional centre of Chhota Nagpur and that area has many mines. The railways earn maximum revenue from this area yet it is incomprehensible why Hazaribagh and Dumka, which are divisional and district centres, are not linked by a railway line. Even after the survey was conducted, the railways dilly-dallied over starting the project. Not only this, even the short-distance train services within Bihar were curtailed. Consequently, thousands of passengers have been put to inconvenience.

As time is short, I shall talk of just one train, the Capital Express, which runs between Katihar and Danapur and touches Barauni Junction in my constituency. Everyday thousands of people travel from Barauni to Patna for various purposes. Now the time of the train has been changed and the stoppage at Barauni has been changed and it is being run through Garhara Bypass which is not much used by commuters Fro m Katihar this train reaches Garhara Bypass at midnight and from Danapur it reaches Garhara Bypass at 01.10 A.M. That was the only train which used to start from Barauni at 5.30 A.M. and was used by thousands of passengers. The return service from Danapur reached Barauni at 7.00 P.M.

I have raised this matter several times, spoke to the General Manager (Traffic) Gorakhpur division also who assured me that changes would be made. Nothing has been done till now. In this way, the railways have played a cruel joke with Bihar. This

has resulted in widespread discontent. If no concrete steps are taken to improve the railway system in Bihar the consequences could be serious. The recent steps taken for development, which have created regional imbalances, are likely to have frightening repercussions.

I request the hon. Minister to take a sympathetic view of the matter and take effective steps to expedite the pace of development.

[*Translation*]

SHRI DAU DAYAL JOSHI (Kota): Sir, the hon. Minister of Railways, Shri C. K. Jaffer Sharief has presented the Annual Plan in this House. The hon. Minister must have studied the cut motions alongwith the Annual Plan I would like to request Shri Jaffer Sharief who earlier also had been Minister of State for Railways. So many cut motions have been moved and earlier also there were cut motions and I would like to know from the Railway Minister whether the Annual Plan laid on the table of the House will fulfil the objectives and expectations of the Railways. For the first time we have more than 1250 cut motions and majority of them relate to Members' demands for more railway lines and introduction of new trains but all these things require money. In his Annual Plan the hon. Minister has explained the reasons for non-availability of funds. He claims that the increase in passenger fares and freight rates will not lead to inflation and will not affect the common man. Today, the common man is feeling the pressure of rise in prices. The Congress(I) will not be able to fulfil its election promise of bringing down prices within 100 days. Inflation will once again grip the country. If passenger fares and freight rates had not been increased, there would have been a deficit of Rs. 325 crores in the railway budget. Nine items have been exempted on account of being essential commodities. Now more emphasis is being laid on exports. Two days back it was reported that mangoes would also be exported. Even Mangoes, an item of mass consumption, will become scarce. So who is going to be benefited from the exemption on fruits? Apples and Oranges are out of reach of the poor and now Mangoes too will become unaffordable. Nothing has been achieved from the exemption on fruits. If the objective was to provide relief to the middle-class then petrol should have been exempted. Diesel has been exempted but its price will definitely rise. The Government has devalued the rupee. Due to this the price of the diesel will definitely rise and it will not be surprising if the price of petrol doubles Petrol is bought by the common man It would be better if petrol had been exempted instead of transportation of fruits. Poor man's vehicle is moped and not cycle anymore Moped is still run on petrol and till date no such moped has been invented which run on diesel. If the hon Minister do wants to give any relief, then my submission to the hon. Minister is to give concessions on petrol instead of its by-products like diesel, to provide relief to the common man.

Sir, the position of goods trains is not good and lot of pilferages do take place and even then the freight has been increased. A huge amount is paid every year to the customers for the claims filed by them. In addition to increasing freight charges attention should also be paid towards improving efficiency of Railways, otherwise the increase in freight will not serve the desired purpose and will also not be easily taken by the people. Therefore, my submission to the hon. Minister is to again thing over this issue.

Sir, in view of the statement of Account submitted by the Railway Minister it seems to be very difficult to start the development works. As per the statement of Accounts just 2 to 5 per cent is left for developmental works, after meeting the expenses on account of employees salaries allowances and pensions, expenditure on coal and feul, and other expenses. How can the development take place

[Sh Dau Dayal Joshi]

if all the money is spend on red-tapism and on meeting the employees salaries and pension payments. How will the hon. Minister meet the demands putforth by the hon. Members through cut motions. I do not think the hon. Minister will be successful in bringing about development in the railway. Nothing has been earmarked in the budget for providing more amenities. The hon. Minister has only mentioned that a working group will be constituted to look into the issue of passenger amenities. Hon. Shri Jaffer Sharief, you are an experienced Minister, so you should have more willpower and capability When the Janta Party Government took over in 1977, I fully remember that Shri Dandavate, who is not a member of the House, today, in one stroke ordered provision of cushions in sleepers. So what purpose will the working group serve? The hon Minister is well aware that how difficult it is to provide passenger amenities In the name of passenger amenities nothing has been mentioned in the budget It is requested that it would have been better if provisions for passenger amenities were done.

I feel very bad when you say that we have 28,000 coaches and even then Railway is unable to provide better facilities due to shortage of 1,500 coaches. Mr. hon. Jaffer Sharief, you have the honour of being elected to the Parliament on several occasions and of travelling by the first class in trains You are requested to travel by second class, only then you will come to know about the difficulties faced by the passengers in second class. The trains are generally overcrowded on the sectors which are fully electrified. And on the sectors where electrification is yet to be done, equal number of passengers can be seen travelling on roofs of the coaches. Therefore, some steps need to be taken to prevent accidents and injuries being caused to the passengers due to travelling on roofs of the coaches. Either impose ban on travelling on roof-top or introduce double storey coaches to provide enough space for the passengers so that they could travel comfortably. You have stated a shortfall of 1,500 coaches, but to my knowledge this figure is not correct. Whenever I discussed the issue of introducing new trains between Kota and Delhi with the General Manager of Western Railway and with other officers of Railway posted at Kota, they expressed their inability to do so due to shortage of coaches. Though they always agreed to the demand for new trains between the two cities. Non-availability of coaches is a major problem. Why don't you solve this problem of coaches permanently by procuring more coaches to provide comfortable train journey to the passengers. Hon. Minister if additional amenities are provided to the passengers travelling by trains, then the people of the country will remember you in the days to come for your sincere and honest efforts. The public will praise the hon. Minister in the days to come for understanding their difficulties and for taking steps to make the travelling by trains more comfortable.

The hon. Minister is requested to look up at the reservation charts. In case of an accident, being an Member of Parliament I can hope to arrange railway reservation, but a common man cannot even think of getting reservation to reach the site of that accident Generally the people travel by trains, but find the travelling extremely uncomfortable If you ask someone who is planning to go somewhere, that how he will go and what mode of transport he has opted, then the standard reply of everyone is that somehow the reservation will be arranged journey will be performed despite all the hazards of travelling by trains. This is the level of efficiency of Railways, which too is declining day by day in India Hon Minister will note that people get the reservation done upto three months in advance. But how can everyone plan journey three months in advance. In case of contingencies how can everyone proceed by train, even if the

train facility is available. The attendants/relatives accompanying the cancer patients find the train journey extremely uncomfortable. People are facing lot of hardships. More passenger trains may please be introduced to mitigate the sufferings of travelling people.

I want to submit that Kota station of Western Railway is the most neglected station of this zonal railway. Kota is the first station on Western Railway, if one starts from Delhi in that direction But Rajdhani Express does not stop at Kota to accommodate passengers of this station. So a stoppage must be provided at this station. According to the reservation chart of day before yesterday which is available with me. Most of the coaches of Rajdhani Express remain empty these days, as sufficient passengers are not travelling by the train. You have introduced Rajdhani Express but other trains are overcrowded. Though, a new train has been introduced, but even then the other trains remain overcrowded. Passengers travelling by Dehradun Express from Kota face many difficulties. So a new train, if possible, between Kota and Delhi may please be introduced. I will be very grateful to you for this act of yours. Chittorgarh train which has been extended upto Neemuch, may please be extended upto Delhi to provide additional facilities. Population of Kota is more than 7 lakh. So, in view of the passenger traffic it may please be extended upto Dakshnitala. Some South Indians are working in atomic energy plant in Kota. If the south bound trains are connected with Kota by GRP then it will be a great relief. Kota-Bhopal train covers 500 kms. distance in 18 hours. So it may be converted into an express train. There is not a single bridge in Kota. Residential quarters of railway men in Kota are on the other side, so a bridge may please be constructed. A bridge may also be constructed on Rangpur Road and in industrial township of Kanswa Sri Ram Nagar. Due to absence of shed in Indragarh Lakheri in Kota passengers face lot of difficulties in rainy reason This I have demanded through a cut-motion At least the rural folk may be able to avail of the train facilities to visit their destinations. Stoppages may please be provided at Kapren, Kepatan and Durra for Dehradun Express and Awadh Express This is all I want to say.

[*English*]

SHRI HARISH NARAYAN PRABHU ZANTYA (Panji): Mr Chairman, Sir, I rise to support the Railway Budget and the Demands for Grants.

Railways can play a greater role in the economy of India Hon. Members have already given so many good suggestions and I do not want to repeat those suggestions.

I would like to bring to the notice of the hon Minister that for the last thirty years, no attention was paid to our place. Whatever shortfalls are there, I would like to bring to the notice of the hon. Minister those shortfalls and I hope that he will pay due attention to them

The most important point that I would like to bring to your notice is about Goa-Vascodagama-Miraj railway line This line should be converted from metregauge to broadgauge. This alone will bring a lot of stability to the economy of our Goa.

Sir, Goa is a beautiful place and it is a tourist centre. A lot of export is done from Goa. If this line is converted into broadgauge, you can increase our iron-ore business and the tourism will also get a boost.

For the last thirty years, nobody paid any attention to Goa but now I hope, the hon. Minister will pay due attention to it and in the Eighth Plan. He will do something for Goa. I don't say that you do it in one or two years. I am just saying that it may be included in the Plan and you may start the work.

[Sh. Harish Narayan Prabhu Zantya]

Secondly, I would like to mention about Delhi-Bombay Air-Conditioned Express, and Rajdani Express. So many tourists are coming to Goa In the same way I would request the hon. Minister to provide an Air-Conditioned Express from Bombay to Goa.

This is important for Goa, because tourists cannot go there without tickets. If an air ticket is not available, then they want to go by train; and if a train ticket is not also available, then they cannot go to Goa; then they will go elsewhere. So, in such a situation, if an Air-conditioned Express Goa Train is started, then really Goa will be able to attract more tourists with result we will get a lot of foreign exchange also

Today, from Bombay to Goa, it takes 24 hours; it should be reduced to 15-16 hours.

There was a steamer service between Bombay and Goa. That steamer service has already been stopped for the last many years. It was very economical; that was the only way to cater to the tourists.

Goa-Delhi Express Train is there. It takes nearly 44 hours to reach Goa. It is quite surprising that there is no catering service in that train. Can you expect passengers of that train to remain without catering service for 44 hours? Wherever that train stops, they have to rush to the platform to get whatever is available for eating and then come back into the train in a hurry. I shall be much obliged if the hon. Minister pays attention to it and introduce catering service in that train.

In our manifesto, it is said that unemployment problem will be solved by giving jobs to lakhs of people. There are many places in Goa which are backward. There is a place called Pernam which is very backward. If a coach factory is started over there, then unemployment problem will be solved to some extent.

With these words, I request the hon Minister to pay attention to all these things I will be very grateful to him. The whole Goa will be very grateful to him for their due consideration.

MR CHAIRMAN: Shri Bolla Bulli Ramaiah

SYED MASUDAL HOSSAIN: Mr. Chairman, there is no quorum.

MR. CHAIRMAN: Let the quorum bell be rung:

Now there is quorum Shri B. B. Ramaiah, you can start your speech.

SHRI BOLLA BULLI RAMAIAH (Eluru): Mr. Chairman, Sir, while speaking on the Railway Budget for 1991-92 the very first point I want to mention is that the Railways is the largest organisation in this country. In 1924-25 the Budget of this organisation was separated from the main Budget so that it can give a challenging role to the Railways to project this country's largest organisation, to build up their own strength and stability. But unfortunately we find that this year's Budget contains a steep hike in the freight rate by 10 per cent. It is definitely going to increase the difficulties of the common man.

Some concessions have been given for salt, edible oil, foodgrains, sugar and diesel, etc., but essential items like agricultural inputs, like fertilizers, pesticides and also the export oriented items were left out. I hope that the Government would consider that those items also The hon. Minister should consider them. Instead of increasing the freight rates the Railways should actually improve their efficiency and conserve on expenditure.

For example, for handing Rs. 335 million, with the system of organisation that they have, they should have handled not less than Rs. 375 millions or Rs. 400 millions That will also add up to their Revenue earning.

Also, the revenue that the Railways get on the goods traffic is more than 68.2 per cent as per the Budget figures. For that, they should provide more facilities for the goods transhipment, provide more goods sheds. At most of the places the leading places are not up to the mark and parking facilities are also not up to the mark If they provide more facilities, they can increase their revenue earnings and also reduce the burden of the freight rates, and not increase the passenger tariff.

I can understand the increase in the fares of AC 1 Class. You can increase it. But today the 1 Class, AC 2-tier and AC Chaircar are becoming the middle class people's travel requirements I do not think that there is any justification to increase the fares of those classes. So is the case with the second class season tickets I hope you will be able to consider when you respond to the Budget and that you will do something for those people.

But at the same time, today the passenger traffic revenue is about 24.2 per cent. They also require lot of facilities. If you look at the conditions on the platforms you will realise it. Now-a-days the length of the trains is increasing substantially whereas there are no facilities for shelter for the passengers Some times they have to stand in rain and some times in hot sun. So I request that the facilities for the shelter of railway passengers should be improved. There should also be parking facilities for railway passengers.

Many times due to power cuts and shut down or disruption in the electricity supply lot of dislocation is caused. At least at the medium stations you must have generators so that people are not inconvenienced.

The most important thing I want to mention is about standardisation. In many countries you can see that when the trains stop the reservation compartments of that station stand at a particular place. It is not the case here. Every day we find that the compartments are being shifted from one place to another. There is no standardisation. It does not require much effort. You should have some procedure, which would eliminate the inconvenience of the passengers.

**15.30 hrs.** [SHRI P. M. SAYEED *in the Chair.*]

Look at the type of bogies that we are having today. In your speech, you have said that it requires a lot of replacement. You are asking them to use old and damaged bogies and we do not know as to how you expect the passengers to make use of it. I hope that you would understand this problem of the passengers.

Security aspect is the most important aspect. A number of "robberies and various kinds of crimes are taking place in the Railways. The passengers are finding a lot of difficulty You will have to make a special provision for this. Though you increased the tariff, you have not improved the passenger facilities.

The speed of the trains has to be increased both goods train as well as passenger traffic. I find from the report that about 2,600 KMs of the rail track are weak formation and you are thinking of a modernising it by 1995 or 1996. But it is too long a time. The accidents that are taking place in the Railways are due to track conditions or due to the bridges, which require immediate attention. If you try to postpone this for a long time definitely it will cause a lot of damage to the Railways. Every now and then, we find reports about derailment or others. All these things are happening due to lack of maintenance.

Another thing is about coaches. Earlier in one of the budget you have said that you are retrenching some of the people from the wagon manufacturing company. On the one hand

[Sh. Bolla Bulli Ramaiah]

you are saying that there is a shortage and on the other side you do not have enough wagon manufacturing companies. I am sure that you would be able to concentrate on this and see that the coaches, locomotive, and wagons are improved.

Already there was a mention about steam running locomotives. They should be removed as early as possible as they are the most inefficient. I am sure that you will take special attention on this matter.

The electrification of the railways should be done as fast as possible. I know that you are having financial constraints. All the trunk routes should also be electrified. The railway line between Howrah and Madras should be completely electrified. There is a tremondous congestion between Vijayawada and Visakapatnam This route also should be electrified early. Also the route between Kasipet and Hyderabad should be electrified. By electrifying these routes, the Railways can earn more revenue. Already you have borrowed Rs. 2560 crores through Railway Bonds. You can complete the electrification of these routes by borrowing more money through the bonds. In order to meet these things, you must use long weld rails and you should also make use of ultrasonic rail flaw detectors and also optical fibre communication system which eliminates electro magnetic interference.

The goods traffic has to be improved as much as possible. The load traffic will not be able to cope up with the increased agricultural production and the industrial production. that is taking place in the country. You can borrow any latest technique from other countries and you can use the same technology in this country.

Another thing I would like to point out is that when some railway accident occurs you should be able to use Third Party judges from outside instead of using your own Department investigations. Then only the Ministry and the Department will get correct facts and it can be submitted to the House

Now, the other important item is Kakinada-Kottipali track .During the Second World War they removed the track but rest of the facilities are there that can be renewed at the earliest possible. From Kovvur to Bhadrachalam the railway line is also very important. It connects Madhya Pradesh to transport iron ore and coal. That is why this railway line should also be renewed. The trunk routes should be electrified in that Madras-Howrah railway line and from Vijayawada to Visakhapatnam very heavy trunk route is there and you should immediately electrify this area as well as Kazipata to Hyderabad railway line should also be electrified at the earliest possible date.

Again, I would like to say that the establishment cost is going very high. But, we have to reduce the cost The operational expenses are Rs. 1,224 crores and fuel expenses are Rs. 1,247 crores The expenditure should be cut down by using more efficient methods by removing the most of steam locomotives and as early as possible it should be electrified and diesel engine should be introduced. The old steam locomotives should be removed as early as possible. Otherwise, it will be very difficult to run the economy and the railways will not be economical. I only suggest that the Railway Ministry should consider all these suggestions and try to improve the railways which is the largest organisation in this country. With these words, I conclude. I thank you very much for giving me this opportunity

SHRI RAM NAIK (Bombay-North): Mr. Chairman Sir, you may recall and the House would also recall that when Shri George Fernandes presented the Railway Budget last year, I had shown his photograph in the House in which he was shown sitting on a railway track in Bombay in protest against the hike in railway

fare some five years back. I had asked him whether he wants us also to sit on the railway tracks or would he seriously think about improving the sub urban train service in Bombay.

Before expressing my views on the Railway Budget and the Economic Survey, I, would briefly try to highlight the problems sub-urban train service, particularly the sub-urban service in Bombay.

[*English*]

It is a totally disappointing budget. It is anti-suburban commuters, showing criminal negligence and giving step-motherly treatment and putting salt on the wounds of Bombay suburban commuters.

[*Translation*]

Mr. Chairman, Sir, a status paper was published by George Fernandes when he was a Minister wherein the problems of suburban train service were highlighted. The heading of the status paper was "Needs for new initiatives". We thought that the new Government would implement these initiative and hopefully in the next 10-12 years we would be able to achieve the targets. But this Budget is disappointing. No new project has been sanctioned in this Budget. I do not want to read out the entire status paper here but as Shri George Fernandes pointed out, there is mention of 'Crush Load'. The full capacity of the train is 852 seats. If the load in the train is double.

[*English*]

Then it is 'Crush Load'; when it becomes three times, then it becomes 'dense crush load' and when it becomes four times, then it is called 'Super dense crush load'.

[*Translation*]

Shri George Fernandes stated further therein that

[*English*]

Suburban trains of Central and Western Railways carry forty-eight lakh suburban commuters.

[*Translation*]

What is happening today? Whoever speaks here, demands a new train for his area. That is obvious. Over one crore passengers travel throughout the country every day These figures are from the status paper. This includes 58 lakh suburban commuters and out of these 58 lakh commuters, 48 lakh i.e. 76 per cent are in Bombay alone. 17 per cent are in Calcutta and 7 per cent are in Madras. When there is so much rush, will not something be done for them? Not more than 20 buffaloes or oxen are herded into a wagon when they are taken to butchery. When we can have norms for animals can't we have it for people? Is there no rule or norm for people who travel in trains? The people are suffering a living death. Is there no project or provision of any facility for that city which provides 50 per cent of the total revenue of Railways. They do not travel to attend a marriage but for increasing the national industrial production and for commercial transactions. The national exchequer gets 50 per cent revenue from there. I would, therefore, like to say that it is not good to neglect Bombay.

Mr. Chairman, Sir, because of fast increasing population Bombay

[*English*]

is just on the brink of decay.

[*Translation*]

The geographical map of Bombay is such

[*English*]

that these local trains are just the blood veins of the city.

[*Translation*]

Even if a train stops for 5 minutes there is lot of mess and the entire schedule of other trains is disturbed. Last month the people got agitated twice on this issue. The situation today is that the people are not in a

[Sh Ram Naik]

position to tolerate even 5 minute delay. There is nothing new about it This Budget would not be able to maintain status quo and the situation would further worsen. Now when no new project has been taken up I would urge the Government on behalf of the sub-urban commuters of Bombay to seriously deliberate on their problems. Rs. 2.000 crores have been sanctioned for new projects in the Sub-urban railway status paper. I know all these projects cannot be taken up at once but at least the four track project between Boreville and Virar for which land is also available can be taken up.

[*English*]

Everything has been completed. Estimates have also been worked out We were given an informal assurance that this project will come in this Budget But that was an informal assurance I would request you to kindly look into it.

[*Translation*]

There should be four way track between Boreville and Virar Similarly, there should be six way track between Andheri and Goregaon. A project for this was made 10 years back but it is still on paper The Western Railway Sub urban service is upto Virar. Everyday about 50-60 thousand people travel from there The Sub urban service needs to be extended to Dahanugaon. Another sensitive matter relating to the sub-urban service about which the railway officials also speak, off and on is, adding more coaches to the train. On an experimental basis the Central and Western Railways have introduced a train with 12 coaches. Normally, the other trains have only 9 coaches. If train with 12 coaches is introduced the passenger-carrying capacity would be increased. Two trains having 12 bogies were started on experimental basis. These trains are of great help for the residents of that area but railway officials repeatedly say that these trains will have to be cancelled because of their non-viability. Whatever are the grounds if these trains are cancelled it would cause a lot of inconvenience to the people and they will naturally express their resentment.

We were given a written assurance that computerised reservation will be started at Booriwali station by October, 1991. But in the Budget nothing has been mentioned about it Some coaches are reserved for ladies upto 7 30 PM and after that male passengers can occupy these compartments. But infact what happens is that as soon as this time limit is over, male passengers thrust into those compartments, whatever the station may be This causes a lot of discomfort for ladies when they get down. Therefore the time for the compartments kept reserved for ladies should be extended upto 9 00 P.M

Just as the Railway Budget consists of Part-I and Part-II. Similarly, Part-I of my speech is over now In Part-II, I would express my views in regard to the proposed increase in the fares. For many years, Railway Board kept on asserting that Railways earned no profit so far as the services in sub-urban areas is concerned. We repeatedly asked to give the statistics in that regard. Fortunately, I have got some papers which contains statistics in this regard It has been showed in these papers that Bombay Sub-urban Railway Service, which comes under the Western Railways, the place which I represent has earned a net profit of Rs. 8.72 crores last year . (*Interruptions*) . .

[*English*]

AN HON MEMBER This is not true.

SHRI RAM NAIK. It is here. I am reading out if you want. The net profit of Western Railway for 1988-89 was Rs. 8.72 crores. For Central Railway it was a loss of Rs. 8.27 crores. For Bombay it is a net profit of Rs. 0.45 crores. This

is a small amount. These are published by the Railways. And we were earlier challenging the figures because we are also Bombay people. (*Interruptions*) I am coming to Calcutta. The revenue that is accrued because of the advertisements on suburban stations is not included in that. From that point of view, we demand a separate suburban zone for Bombay. You create an independent authority which should run these trains That authority may have separate accounts for itself.

[*Translation*]

Then it will become clear what is the actual profit and what is the actual loss, and this service has to be improved. Therefore,

[*English*]

an independent autonomous authority with financial rights

[*Translation*]

is set up, it may give desired results. Figures regarding Calcutta are also given

[*English*]

"Calcutta suburban railway is giving an annual loss of Rs. 96.32 crores."

[*Translation*]

It means that the number of commuters is seventeen lakhs and there is a loss of Rs. 96.32 crores, the number of commuters of Madras is four lakhs but the total loss is Rs. 26.14 crores whereas the number of the commuters in Bombay is 48 lakhs and the net profit is Rs. 0 45 crores.

[*English*]

That is why the net result is Rs. 122 crores loss for suburban section. That means, for the loss of Calcutta and Madras, you are penalising Bombay commuters who are giving 50 per cent to the national exchequer.

[*Translation*]

If an independent organisation is there, I think, this misconception can be removed.

Secondly, railway fare in suburban areas should be subsidised. Suburban services are subsidised everywhere in the world.

[*English*]

I will just read out 4-5 lines from page 11 of the Status Paper as follows: -

"Urban Transport Projects are, by and large, commercially not viable. One exception is the Hong Kong Mass Transit Railway System where, through annual fare revisions it has been possible to bridge the gap between costs and recoveries."

[*Translation*]

Suburban services are subsidised not only at one place in the world. The Government should be considerate in regard to the welfare of the people of the area which has been a source of profit, and as I have submitted they should not be treated the manner animals are treated. Therefore, my submission is that the Government should withdraw the proposal of increasing the fares in the suburban section because that is not justified.

[*English*]

For earning profits you should not charge additional new fares.

[*Translation*]

Increase in the fares is so discriminatory that nothing more can be said in that regard.

10 per cent increase in the goods freight has been made, while 20 per cent increase in the fares of Air Conditioned trains and first class has been made. We are unable to understand why the fare of second class of suburban service has been increased from Rs. 4/- to Rs. 16/- and first class

[Sh. Ram Naik]

from Rs. 16 to 64. The total percentage comes to 22. The increase in the fares of suburban Railway has been rather much more than that of first class and Air conditioned trains.

[*English*]

Is it not discriminatory? Is it not humiliating?

[*Translation*]

Therefore, imposition of this charge is totally discriminatory from the point of view of commuters of that area I do not find words harsher than these Hence this discrimination should be stopped

Perhaps you might be aware that even the Congress representatives from Bombay have expressed their displeasure over it Shri Sharad Dighe would clarify it when he speaks. Shri Sunil Dutt and Shri Gurudas Kamat have also demanded the total withdrawal. We, who have been working with the commuter's organisation for years together

[*English*]

We have already started our agitation.

[*Translation*]

Many agitations have been launched in this regard. They are getting a memorandum signed by the people and would submit it on Wednesday. People of Bombay have not liked the proposed increase in fares. Before the agitation intensifies, it would be better to withdraw the proposal of increase in the fares. Otherwise the agitation would make the situation difficult for the Government and also cause inconvenience to the commuters of that region. We cannot tolerate any more and therefore our demand is that when you give the reply, the proposal should be withdrawn.

Now before I conclude my speech. I would like to give an example of corruption, the details of which I would give in writing. I am giving an example of how Railway funds are misappropriated,

[*English*]

just tip of the iceberg.

[*Translation*]

In this connection at least about Rs 300 crores net is given to the various wagon builders or coach builders by the Railways every year In view of the facts, I am giving I would like a Parliamentary Committee to be appointed to investigate the matters

[*English*]

If you want further details,

[*Translation*]

The matter concerns the wagon prices, the prices of coaches.

[*English*]

The cost report No 7105 dated 28th January, 1991.

[*Translation*]

Out of the total 11 wagons manufacturing companies 6 companies like Burn, Bharat Wagon, Jessop, etc. are in the public sector while 5 companies like Texmaco, Sinko, Modern etc., are in the private sector. The prices are fixed taking into account the overheads and overheads differ from company to company As per the record you are aware of it and myself being acquainted with accounts know the same. I have got a considerable training in management. We observed that the overheads on the basis of which price was paid were 168 per cent whereas the price being paid actually was 182 per cent, it means that the price was risen by 14 per cent. The overhead charges in the wagon building companies in the private as well as the public sector come to 191 per cent whereas they are being paid @ 200 per cent It means they are being

paid 9 per cent more. At the time of payment, some averages are also calculated.

[*English*]

Those average are more by 30 per cent.

[*Translation*]

Each wagon builder has a licenced capacity. Their capacity is not being utilised fully.

[*English*]

Actually, I have prepared a letter. If you want, I can pass it on to you.

[*Translation*]

The work is done at 95 per cent utilisation whereas the prices are being paid on the basis of 90 per cent utilisation Due to this reason, the wagon builders are making a lot of money. From 1984-85 onwards, every year an additional amount of Rs. 300 crores is being paid to these 11 companies and that is why, I have mentioned the date of the report.

[*English*]

There should be a Parliamentary Committee to look into the matter.

[*Translation*]

Once the Government comes to know about all this, it will not be difficult for them to check the malpractices in the Railway Board. The Government will also wish that such corrupt practices do not take place in the larger interests of the people of our country. Finally, I would like to come to railway employees, a mention of which has been made by Shri George Fernandes.

[*English*]

The victimised strike employees should be reinstated.

[*Translation*]

This has been the sense of the entire House and so they should be reinstated. If any of the victimised strike employees has died, one of the next of his kins should be given employment.

Secondly, he said that the railway employees unions should be given recognition through secret ballot. There are a large number of fake unions. Therefore, let the people and the employees decide themselves as to which are fake and which are real unions. It should also be seen as to which union is accountable to the Central Trade Union Authority. In this way, the railway employees have two problems. If this Government will solve these problems, they will prove to be their comrades. The railway employees contribute in a big way in running the entire railway network and in building assets for the country I would, therefore, like to request the Government to create a proper environment for this.

With these words, I conclude.

[*English*]

MR. CHAIRMAN: Shri Palas Barman.

SHRI PALAS BARMAN (Balurghat): Sir, I would like to speak in Bengali.

MR. CHAIRMAN: Have you informed that you are going to speak in Bengali?

SHRI PALAS BARMAN: I have already informed.

MR. CHAIRMAN: Since the Interpreter has not yet come to her seat, you can speak later.

**16.00 hrs.**

SHRI R. SRIDHARAN (Madras South): Mr. Chairman, Sir, I rise to make my maiden speech in the House while participating in the Railway Budget.

I congratulate the hon. Railway Minister for the good Budget that he has presented. I have a very few

[Sh. R. Sridharan]

points to make while participating in the debate. The funds provided for the Mass Rapid Transport System, which was started in Madras, in the present Budget is very limited and it has to be increased and the work has to start from Taramani towards Luz, *i.e.* in the other direction also.

The work between Radhakrishnan Salai and Luz was stopped earlier because the land was not available Now with the cooperation of the State Government, the Railways have received the land Therefore, the work which was stopped earlier should be taken up at faster phase so that, at least this portion where the work was started earlier has to be completed before 1992.

I request the Railway Minister that simultaneously the work from Taramani towards Luz should also be taken up on war-footing because the State Transport undertaking carries eighty five per cent of the travelling public.

I also request the hon Minister to take a favourable decision for electrification of Villipuram-Madurai section of the Southern Railway and also for doubling of metre guage track from Chengleput to Madurai on both main and chord sections

I request the Minister to introduce fast day train from Madras to Tirunelveli on both directions The work on Madurai-Karur-Dindigul line conversion from metre guage to broad guage has to be speeded up and the funds for the project have to be increased The work for the Railway subway or overbridge near Tambaram and Alandur has to be started forthwith.

Electrical Multiple Units running from Madras Central Station to Tiruvellore and from Madras Central to Gummudipoondi have to be increased since Gummudipoondi has been selected by the State Government as an industrial zone

I request the hon. Railway Minister to introduce computerised reservation counters at Tirunelveli and Madurai Railway Stations.

Last but not the least, I would request the hon. Railway Minister to introduce more facilities for the Hospital Section at Perambur Railway Hospital I was a doctor of that Hospital I was Additional District Medical Officer for 1½ years in the cardio-vascular Surgical Department of Perambur Railway Hospital. It has a total number of 240 beds especially for the specialised surgery. I request the Railway Minister to seek permission from State Governments for the cadaver transfer of the human heart valves with immediate effect This is more urgent because we find it extremely difficult to get foreign artificial heart valves for replacement

Thank you very much

[*Translation*]

*SHRI PALAS BURMAN (Balurghat) Mr Chairman, Sir, while participating in the Railway budget, I would like to say that the development of the underdeveloped region should be given top priority Viewed from this angle the district cities should have more railway connections And after the survey the project undertaken, or the ongoing projects should have a time limit fixed for completion This rule should be made compulsory. It should not be undertaken in an arbitrary or whimsical manner Nobody has the right to deceive the people. I would like to say very painfully that my constituency Balurghat and underdeveloped district town of neglected North Bengal has no railway connection After travelling 124 KM till Malda, we have to take the train. Almost two lakhs of people are deprived of railway connection. The district depends on agriculture. The farmers need railway connection so as to get seeds, fertilisers etc. easily.

*English Translation of the speech originally delivered in Bengali.

In th's connection I would like to mention about the Ekalakshmi Malda proje t After considering the inconvenience of the residents of that area, the then Railway Minister, Shri Ghani Khan Chowdhury approved the Eklakshmi Malda project in the year 1982-83. The Eklakshmi Malda project is 110 KM long and after the survey the Govt. approved a sum of Rs. 47 crores but only Rs. 3 to 4 crores was sanctioned and the work started. But unfortunately the project was stopped after 1986. A sum of one thousand has been allotted since last two to three years. So I appeal to complete the ongoing project of the undeveloped district. I would also like to draw the kind attention of our Hon'ble Railway Minister that this project should not meet an untimely death. I also request to start a passenger train from Alipur-duar of North Bengal to Sealdah via Katwa so that the people of this area are benefitted. Khagra-Ghat, Kandi and Sainthia also should have a railway link It is also urgent to have double line from Krishna Nagar to Lalgola line. There is need for fly overs in places like Dalkhola, Kishan Ganj and Siliguri.

With these words I thank you for giving me a chance to speak. I conclude my speech by opposing the Railway Budget.

*SHRI G. DEVRAYA NAIK (North Canara): Mr. Chairman, Sir, first of all I congratulate the Hon'ble Minister. Since the Kannada Interpreter is there now, I am going to speak in Kannada. The Hon'ble Minister has presented a good budget inspite of various problems facing the country. I commend his efforts to help the middle and poor sections of the people in this Budget. He has been kind enough not to increase the freight charges of Kerosene, foodgrains and other essential commodities. I therefore, wholeheartedly welcome this railway budget for the year 1991-92.

I hail from North Canara which is hilly area Unfortunately there is no railway line in my constituency even after 44 years of independence. Several persons from my state became Railway Ministers but not a single line has been provided to my constituency so far. I think that persons from my State are made railway ministers perhaps to avoid development of railways in the State. People of the State had high aspirations about the development of railways in the State. I am not jealous of other States which have better railway facilities. I expect that some rail facility should be provided to my constituency since it is a hilly area. In Northern India some hilly areas are selected for providing railway lines on special provisions. Similarly my constituency also priority in this regard. Under special provisions, you are taking up some railway lines in hilly and tribal areas. My district is a hilly area. But, inspite of that, the Railway people have not given much attention, which is most unfortunate thing. People are eagerly waiting to see a railway line and their dream has remained a dream. However, the Govt. has to agree to the genuine demands of the people. The Governments in the Centre for the last several decades could not do anything substantial in this regard. My state in general and my constituency in particular remained neglected by the railway authorities.

There is no progress in the constructoin of Karwar-Hubli railway line. A resurvey had been conducted when Mr. Jaffer Sharief was the State Minister of Railways, and I remember that we had congratulated him for that. Nobody knows what has happened to that resurvey. Bureaucrats are least bothered about that and their approach is to send reports every time stating that it is not feasible. We do not want a technical decision. We want a political decision in this regard. My constituency

*English Translation of the speech originally delivered in Kannada.

[Sh. Devraya Naik]

is coming under the hill area. Therefore, I urge upon you to think seriously and try to help the people of my area So far, there is no railway line. It is 44-years since we have attained independence, but unfortunately my people, and the children of my area do not know what is a railway line They are seeing it only on T V. I can understand the difficulties of the Hon'ble Minister and the financial constraints. At the same time I want that some progress must be achieved in this direction The survey for Karwar-Hubli line was conducted during British regime in the year 1857 and this has not seen the light of the day. An amount of 5 or 6 crores of rupees out of a total of about 70 crores was sanctioned for the Konkan railway project previously. Now the Govt. has come forward generously to sanction Rs 51 crores as the share equity capital on behalf of the people of Karnataka. I congratulate the Hon'ble Minister Konkan railway project is a vital project and for the development of Western area it is very essential to speed up the ongoing work. They should not take up a distance of just 10 kilometres at one stretch from Mangalore side. This approach will take a long time for completion of this big project. They shou'd cover longer distances and try to complete this project as early as possible I would like to take this opportunity to thank the Governments of Goa, Maharashtra and Kerala who are extending their full cooperation to the centre for the completion of this project.

The work for the construction of railway line between Ankola and Hubli has to be taken up immediately. This is a vital line of this hilly area which depends completely upon Bombay market. It helps for the transportation of various goods like salt, fish etc. from Sirsi, Ankola, Karwar etc. It also expedites the industrial development of the entire area. Conversion of the line between Hubli and Hospet is also very important as it helps in the smooth transportation of Manganese ore through Karwar port.

The conversion of Bangalore-Miraj line is also a long pending demand of the people of Karnataka. This is very high density route and the broad gauge line is only upto Miraj and after that upto Bangalore it is the same old metre gauge. I request the Hon'ble Minister to include this conversion work in the Budget.

The working condition of the workshop in Hubli is not at all satisfactory Nobody knows what is going on in this workshop. Officers of the railway department visit places like Delhi, Calcutta, Madras etc. but they neglect places like Hubli. The officers of the railway board should make it a point to visit such place and to see that the workshop is going properly or not

Hubli is a major junction in the State Its development is almost neglected. If it had been located in north India its development would have been very satisfactory. Unfortunately it is in my state and the railway officials have neglected it Hence I appeal to the Hon'ble Minister to look into this serious matter and to help the workers and other employees working in Hubli junction.

God only knows about the facilities provided to the passengers. No one is happy about this It is not enough for the Ministry to provide money for various purposes. It should also see that the money is utilise properly and better amenities are provided to the passengers The condition of railway Stations in Gadag, Hubli, Dharwar, Londa, Belgaum etc. is pitiable The railway board authorities and concerned officials of the Ministry should visit such places and set right the things immediately.

This railway Budget has not brought me complete satisfaction but at the same time I am sure that it has not disappointed me

Sir, I thank you for giving me a chance to speak on this budget and with these words I conclude my speech.

*[English]*

DR. KARTIKESWAR PATRA (Balasore): Sir, I am grateful to you for giving me an opportunity. I want to congratulate the Minister of Railways for placing a surplus Budget. It is surplus by Rs. 235 crores. Some hon Members are criticising the manner in which the Budget has been presented. I want to put forth, in this august House, that if we have money, we can afford to have any comfort; to buy any comfort. If we have no money we cannot afford to buy any comfort or amenities. First of all, in this Budget, we have not properly envisaged the ways and means position. We have criticised the manner in which this Budget has been envisaged I have compared it with last year's Railway Budget. The item-wise provision in this Budget is not proportionate

I thank the hon Minister for bringing a Budget which suits the middle class, lower middle class and the poorer sections of this country. Because he has put very minimum surcharge on the fare of the second class passengers—those who are travelling in the second class, in ordinary trains or in mail or express trains. They are not affected by this. To enable the poor common mass to procure their essential commodities, our hon Minister has untouched the essential commodities from any surcharge in this budget.

I am not going to dissect microscopically the budget which some hon. members have done in this House But categorically I want to speak here as to why we are facing such sorts of trouble and such sorts of financial crisis. I would like to say that though the Railways is the principal mode of transportation for goods and passengers, it plays an integrating role as the people travel all over the country for business, for sight-seeing, for pilgrimage, for education, etc. It brings together different kinds of people from far-flung areas. It also binds the economic life of the country and helps in the development of industry and agriculture of the country.

Is it the responsibility of Railways alone to give economic stability to the country? Why the economy of this country is being shattered? Why our country is facing this economic crisis? For two reasons which have not been discussed in the House. One thing is, political instability in the country Economic stability depends on the political stability. If there is no political stability in the country, the country will inevitably face the economic instability. That is why I want to submit before the House that all the Members who have come to this House should try not to topple this Government. We have to keep the Government running for five years and we have to put our suggestions here on the floor of the House as to how the Government will function properly and implement these budget proposals properly.

I am putting some questions to the ex-Railway Minister Mr. Fernandes who is not here now. He was talking that after eleven months of their regime they have stepped down. They had taken some steps; but who had persuaded them to withdraw those steps? India has witnessed four Prime Ministers during the Janata regime and during 40 years of Congress regime we have witnessed only four Prime Ministers. During these 3½ years of Janata regime why the economic stamina of this country has been shattered? This is the first and foremost question. Those people are running after power as to who will be the Prime Minister and who will capture the power. Nobody is thinking about how the country will run and how the grievances of millions of poor people can be redressed. Nobody is thinking about those who have voted in their favour. People are wondering as to what they are doing. But we are fighting here to capture power. In this august House, I make a fervent appeal to the hon. Members to give their valuable suggestions

[Dr. Kartikeswar Patra]

and not to fight to capture power or to sack the Government. This is my humble suggestion.

The second point is about increase in the growth of population in this country. This is another cause due to which we are facing economic crisis One reason for this, I have already stated. The second reason is the rate of increase in the growth of population. Now, our population is around 84 crores. In a decennial process or in a decade, we have envisaged that nearly 16 crores would be the increase in population. God cannot help us if this is the proportion of increase in population. So, we have to formulate a policy to check that; we have to promulgate some rules and regulations in this House to check the population growth in this country. One cannot help if in this manner the population grows

Now, I am coming up with some proposals and with some demands in this august House and I am putting them before the hon. Minister. One proposal is this. You will find heaps of scrap iron which are lying on the railway tracks or near the railway stations. You can find it there, but nobody is bothered to dispose it of Scrap iron worth crores and crores of rupees are lying there. They are broken engine parts, wheels, bogies etc People are also stealing them away Big merchants with the connivance of the railway people are taking them away. If they are all disposed of, crores of rupees can be saved for the railways. This is my own suggestion to the hon. Minister.

My second proposal is this. It has been found that stealing of iron pieces, metal pieces, iron chips and boulders are taking place due to which we have to incur losses. That should be plucked: loss of revenue due to this should be plucked.

I have another suggestion also to make. If you move in a railway compartment, you will find conductors in reserved bogies. They are doing malpractices. By taking bribe, they are giving reservations, on the way. I have experience in my own life, twice or thrice. That should be checked and that is my humble submission before the hon Minister. There are many ways to check that and there are ways and means to earn revenue and to collect revenue The Minister here has categorically stated that 10 per cent increase in parcel, luggage, fare will be there. This is permissible. And he has stated that 20 per cent increase in upper class travel. This is also permissible. By this way, they can afford to procure their comforts and amenities and the 'have nots' cannot afford to buy their comforts. So, I thank the hon. Railway Minister here as he has brought the Railway Budget in a very cunning manner.

Sir, I would like to make two or three suggestions The Railway Minister had stated that we have a very small number of coaches to look after the comforts of the passengers and thus, we cannot provide much comfort to the passengers There are coach-building yards which are running under capacity. For example, the Mancheshwar coach-building yard at Bhubaneshwar has the capacity to build 300 coaches. But it is building only 30 to 40 coaches and repairing also in that manner. This sort of working should be strictly looked into If they are not working properly, then a cut in their expenditure is necessary Otherwise, the work has to be expedited. If we do not look into this matter, productivity will be affected greatly. It is possible that we can bring some changes in the Railways. My experience is that the construction of railway lines is not done as a time-bound programme That is why, acceleration in expenditure is found. And we are incurring two to three times more expenditure than the estimated cost. The contractors are also gaining by that way. This aspect should be properly checked.

Sir, I would like to make a humble submission that Orissa has been given a step-motherly treatment. So, I would like to put forward my grievances fervently betore the hon. Minister. Orissa covers the bulk portion of the railway lines of the South-Eastern Railway. But it has not been given so much importance. No electrification has so far been made in Orissa after Independence. So, I request the hon. Minister to provide electrification in the railway line from Kharagpur to Khurda. Similarly, it is a matter of regret that some fast moving trains and also some passenger trains have been withdrawn. Those trains should be replaced. Some railway lines are neglected very much and such lines must be given attention immediately. The proposal lor the conversion of passenger halt at Raj Ghat, Nuangan and Mayur Bhanj Road to a general station should be considered.

I request that the Rupse Bangiriposi metre gauge line should be converted to broad gauge line. I also request that Khurda-Bolangir route, Kolhapur-Raigarh route, Talcher-Sambalpur route, etc. should immediately be completed.

There is one thing more. In Khurda locoshed, one coal engine was kept. Now that coal engine has been withdrawn. I request the Railway Minister to kindly provide one diesel engine to the Khurda locoshed.

The hon. Minister may kindly consider the improvement and modernisation of district railway stations such as Balasore, Cuttack, Berhampore, etc.

I also request the hon. Minister to do a small favour to me and my people. Neelanchal Express which goes from Balasore to Kharapur, does not stop between a stretch covering more than 150 Kms. Our nearest railway station is Jaleswar. Kindly see that an order is issued to have a halt of Neelanchal Express at Jaleswar.

As regards my other submissions I will give a letter to the hon. Minister with all details.

Thank you.

SHRI IMCHALEMBA (Nagaland:) Mr. Chairman Sir, I stand here to speak very briefly to impress upon our Minister of Railways about one particular line conversion from metre gauge to broad gauge. This railway line is very important not only for our State but for the entire North Eastern region. As for me in my State I have got only 3 Km of railway line and only one railway station. But it is very important for us because it serves the need of two States, the State of Nagaland and the State of Manipur. There happens to be a small stretch of Naga area across which the present railway track passes touching the commercial town of Dimapur. Over the years, due to growth in economy in that area, the capacity of the railway station as well as the railway line can no longer meet the needs of the area. That is why for the last more than 10 years, not only the States of Nagaland and Manipur, but also the States of Assam and also Arunachal have been pleading again and again for conversion of that line into broad gauge line. It is because of our common plea and common effort that this was taken up and we were very happy over it. But when the broad gauge line reached Guwahati, suddenly it has stopped. The hon. Minister for Railways seems not present in the House but I hope this will receive the priority of the Government.

Sir, in his speech, the Railway Minister has stated that the House would appreciate that it is important to speed up the flow of benefits from the on-going projects. These objectives cannot be realised by adding to their number and distributing the available resources among all of them. No new line or gauge conversions have been proposed for inclusion in the Budget. He has stated all this

[Sh. Imchalemba]

with regard to new convensions project and new lines. But what I am saying is that this is a project which has already been accepted and a part of which has already been completed, and the broad gauge line has come upto Guwahati. So, it is an on-going project. But now what happened? Why nothing had been reflected in the current year's work programme? Whether it would be possible to do anything about it now? That is the demand of four States If this is done, it will greatly add to the benefit of the people of that area

This is the only submission that I wanted to make. Many senior colleagues, and earlier participants have already raised the points about the merits and demerits of the Railway Budget. Therefore, I would not like to go into that. But this demand of the North-Eastern States has to be met somehow. This is the economic life line of the people of North-Eastern States. When the Railway Minister gives reply, I request him to answer as to whether this particular broad guage line will be included in the current year's programme or not. If it is not included, is it by mistake I would like to know.

Thank you, Sir.

SHRI YAIMA SINGH YUMNAM (Inner Manipur): Mr. Chairman, Sir, may I request you to allow me to speak in Manipuri?

MR. CHAIRMAN: You have to give 24 hours notice if you want to speak in regional language As such, I understand there is no Manipuri Interpreter here. You know English. You can speak in English.

SHRI YAIMA SINGH YUMNAM: Sir, it hurts me very much, I assure that this august House will honour our Manipuri language one day and I will be allowed to speak in my own language for the benefit of our people.

I felt very much disappointed to have heard the speech delivered by the Hon. Railway Minister on the 16th July. I have read the speech delivered by the Railway Minister. I did not find any National policy for connecting with Railways the State Capitals in the remote corners of the country. That is why I rise to propose that there should be a National policy in this regard. Sir, I represent Manipur State. I am raising this issue here so that a railway line can reach Imphal which is the capital of Manipur When this issue was raised the immediate objection was that it should at least cross some hilly tracks That is, of course, a fact. But I would like to point out that when we can afford to construct such big bridges over the Ganges and Brahmaputra, why not you construct a railway line in the hilly tracts of Manipur? This is an electronic age. This is a nuclear age. So, it must not be so difficult to construct a railway line to reach Imphal.

We must not think only of revenue earning projects but we must also think of providing benefits to the people in the spirit of providing service to the people.

My point would be that if the railway line can reach Imphal and further beyond it will not only provide benefits to the traders or to the passengers, but it will also be convenient for the defence movements of the country.

I have mentioned earlier in this house that Manipur is at a very strategic point in the country bordering Burma and other foreign countries. From the point of view of defence also, a railway line should be laid for reaching Imphal and further, if necessary. I hope the hon. Minister will take interest and do the needful It is not a question of money or for any other consideration, but it is a question of will-power and the sense of belongingness to the country. So, the question of spirit becomes more important.

I would like to say that I represent the people of Manipur. It depends on the Rail-heads at Dimapur which is

in Nagaland, and another rail head is at Jiribam, which is a border area of Manipur and close to Silchar. From there, we have to go by road, a distance of more than 200 kms. to reach the Capital. Please imagine how people are suffering. Even the essential commodities come from outside Manipur. We have to depend on Haryana, Punjab, Bihar, U.P. and so on for these products. Even for potatoes and for other essential commodities, we have to go outside Manipur. These things are to be brought from outside by road. We have two roads. First road is from Manipur to Dimapur and another road is Imphal to Jiribam for reaching Silchar. The condition of these roads are not at all dependable. When the monsoon starts, the landslides will be there. You cannot come down from that area. It will block the roads even for weeks together. During that period, the traders will raise the prices of their commodities overnight at the cost of the people. At that time, the people will not be able to pay such high prices, for these essential commodities and they have to suffer.

In some of the remote places, people even starve because rice from FCI cannot reach there. Sometimes we use a helicopter to drop food-stuff at those places. So these are the conditions.

Most of the people even do not know what is a train except what they see on the T.V. or in the cinema halls. Such is the backwardness of our State.

People have to depend on air journey for going outside Imphal. It is a day's journey from Imphal to Dimapur and Imphal to Silchar via Jiribam. It is very costly for them to travel by air. So, the people are made to suffer on account of this

I want to draw the attention of the hon. Railway Minister to what my colleague hon. Member from Nagaland has said. Now we depend on two railway lines. We are not having a broad-gauge line from Guwahati to Tinsukia via Dimapur. It is in Assam It is a life-line for the people of our States— Nagaland, Manipur and Assam as well. All my friends are speaking for providing comforts, accommodation, etc; whereas we demand for a railway line to reach Imphal.

These two roads: Imphal to Dimapur and Imphal to Silchar via Jiribam are the life-line of the people of Manipur. If Lamding to Jiribam via Silchar can be converted into broad-gauge line, it will help very much. These two roads are not dependable during monsoon: due to landslides, those roads are blocked for days together. Then the prices rise overnight. So, this is our difficulty.

While concluding my speech, I would like to mention that in Dimapur itself, there is a rail head. People in hundreds in number have to travel by bus from Imphal to reach Dimapur, it is a day's journey by road. There is no proper waiting room for lower class passengers. It is very difficult for them to find a place where they can wait So, I would like to draw the attention of the hon. Minister to this aspect and request him to look into it also From Imphal to Silchar via Jiribam, they should arrange to provide waiting sheds at Jiribam, which is the rail head. At the moment, there is none. The passengers have to resort to huts on wayside, which is terrible.

Lastly, I join other hon. Members of this House in expressing my concern over the increase in fares of the lower class passengers. Please imagine how much they are suffering under the present climatic conditions? They are suffering like anything. But, at the same time, if they are asked to pay more for their railway fares, it will be an injustice to them.

**17.00 hrs.**

SHRI SIVAJI PATNAIK (Bhubaneswar): At the outset, let me express my opposition to the hike in the fares and freight rates which will further contribute to price rise. Although, I do not grudge the hike in the upper

[Sh Sivaji Patnaik]

class fares, I am opposed to raising the fare of the lower classes even by a single paisa Mr Railway Minister, you have no right to increase the fares of the second class passengers If you look into the conditions in which they travel you would not have done it Even the passengers travelling in second class three-tier are not attended to, leave apart the condition of the ordinary second class passengers who are left to the mercy of anybody

As has already been said in this House, there is no direction in the Railway Budget Whether the Railways would address themselves to overcome our ageold backwardness or move without direction Nothing is there in the Budget which contributes to the economic development of this country The Minister is so much concerned about the deficit The Government must pay the cost of social burden which is borne by the Railways which is from its general exchequer to the tune of Rs 16,000 crores or the loans on the Railways may be treated as grant That would have reduced the financial constraint of the Railways to some extent

How can the Railways fulfil their commitment to the society if they do not seek the cooperation of their employees? Shri George Fernandes has spoken about the cases of victimisation of 1981 The Railway Minister should reinstate them I would like to ask the Railway Minister why those 700 employees who were victimised in 1981 have not been reinstated so far inspite of the ordes and commitments of two previous Railway Ministers? Can he not take them back and do away with that abnoxious clause of 19/2 Let me give an example of vindictiveness Nine employees of the South-Eastern Railway at Khurda Road were dismissed from service and their cases have been pending since 1981 They won the case in the administrative tribunal after nine years

17.03 hrs [RAO RAM SINGH *in the Chair.*]

Instead of taking them back the Railways came to the Supreme Court with a Special Leave Petition which was rejected Even then they wanted to punish them and the employees have now been transferred to far off places like punishment transfers This is the type of Railway administration we are having

Usually the Railway Minister's speech contains a paragraph on the industrial relations But in this speech of your predecessor the Railway Minister it is not there, as if industrial relations is something which is useless for them

Then I come to my State, Orissa, the way it has been dealt with Mr Railway Minister, in the speech of the previous Railway Minister, mention was made about two new lines for Orissa, one is Kanjigarha to Junagarh and the other is from Kurda Road to Bolangir keeping in view the aspect of development of backward areas, for a new orientation for the development But there is no indication about the line in this speech of the Railway Minister in the same year why? I would like to know about it

Similarly, it has been already said here that the line from Jakhpure to Banspani which is essential for the transfer of iron ore to Paradeep Port needs to be completed That line now stops at Daitari There is also very little progress in the Sambalpur-Titlagarh line There is no provision for the new railway division at Sambalpur for which Shri Rajiv Gandhi laid the foundation stone There is no provision for doubling Khurda Road-Puri line There is no provision for electrification from Kharagpur to Vijayawada There is no provision for upgrading the present metre-gauge line to broad-gauge from Rupsa to Bangriposi

The people in Orissa think that the Railways adopt a step motherly attitude towards them. I think, it is time that you have to remove this idea from their mind through your deed.

Finally I oppose the privatisation of catering and conservancy services You are moving completely in a wrong direction. I oppose this direction.

SHRI RAM KAPSE (Thane): Sir, the Petition Committee of Lok Sabha submitted its report to the Parliament in 1981 in the month of September For the last ten years, we are seized with the problems of Bombay because the petition was submitted by our late Member of Parliament Mr. Ram Bhau Malagi. I was the first signatory in that Almost all the suggestions in our petition were accepted by the Petition Committee.

As on today most of the suggestions have not been accepted and acted upon by the Government. On 1st March 1990 the Status Paper was published by the Railways on suburban railway problems. The petition was also about suburban problems of Bombay. Today we are discussing the problem. We know most of the problems and we know the solutions. And yet, we are not in a position to do anything for Bombay commuters. What is the reason? I do not blame the Railways for that entirely. Actually a decision was taken by the then Congress Government after the petition was submitted. It was decided by the then Congress Government that all the suburban traffic, as far as the Railways go, is a matter to be planned and the expenditure to be borne by the Urban Development Department. What has the Urban Development Department done? That is the real question. They have a plan for Hyderabad. They have plans for some other cities. Have they spent a single pie for it?

There are two pragraphs about resource mobilisation in the Status Paper—paragraphs 49 and 50 page no. 11.

Para 50 says:

> "The Financial arrangements to be evolved would have to be such that it should be possible to accumulate adequate resources for timely renewal and replacement of assets, and also cover working losses, if any. It would also be necessary to decide the modalities for sharing of the investment and operating losses, if any by the concerned Ministries at the Centre, viz. The Ministry of Urban Development. ..."

On 24 July the Budget will be presented and I am absolutely sure from my experience for the last so many years that nothing will be provided for suburban Railways of Bombay by the Department of Urban Development. Then, you have mentioned about the Ministry of Railways and your Budget has provided the amount. I would like to tell you that there are only two proposals which have been accepted by the Railways. One is Mankhurd-Belapur line. It is in my Constituency and you have to spend Rs. 12 crores for Mankhurd-Belapur line. For Bandra-Andheri double line you have to spend Rs. 20 crores. So, that is not the problem. But what new investment are you going to do? It is only Mankhurd-Belapur line Rs. 12 crores. Even our State Government will be spending Rs. 25 crores. Possibly this is the State which is spending for Railways Rs. 25 crores with the help of CIDCO.

Then the real reply to this is that you are expecting Ministry of Urban Development, Ministry of Railways and that State Government should spend for it. Has the Railways Ministry approached the State Government with the proposal that what we have to spend in years to come Rs. 2000 crores, what will be your share. Have you asked the Maharashtra State Government and have they replied in affirmative I am sure you have not discussed anything because I am having a booklet supplied by the Maharashtra Government. They are absolutely silent as to the expenditure to be borne by the Maharashtra

[Shri Ram Kapse]

Government except this Mankhurd-Belapur Railway Project with the help of CIDCO Then you said that the Bombay Municipal Corporation and any other agency that may be included by the State Government also is not taken into confidence or they have never said anything affirmative. So, your plans are there. But you are seeking the help from others. So, what you are going to spend that is the problem and the problem if it is to be solved, will be solved only by one method and that is transfer again the suburban traffic to the Railways and it should not be left out with the Urban Development Department, that is my first suggestion. There I think the Railway Minister may need help of others and we as a Member of Parliament are prepared to help in the matter.

Then, why the suburban passengers need a special treatment? They are 50 per cent of the total commuters in India. There are 50 lakh commuters in Bombay But that is not the only case from our side. The other case is we need to help the person who is suffering the most I have a personal experience of suburban travel because I have travelled since 1951 to 1989 daily and I stayed at a distance from Bombay VT, which takes one hour and thirty minutes. So, I have travelled by your Railways three hours per day. It was told by Mr. George Fernandes that in one square metre, ten commuters stand. But they are not standing for one day or two days, they are standing for their life, for thirty years, for forty years. And what for are they travelling? They are going for their service.

MR. CHAIRMAN: Please wind up now.

SHRI RAM KAPSE: Yes I am winding up. So, they deserve the most. The Railway Minister is talking about the social responsibility. In the book supplied by the Ministry, they are not taking any social responsibility. Today, they have increased the rates of season tickets. Are we staying away from Bombay V.T. for pleasure at Kalyan, at Karsal, at Kasargod? We are staying there because we cannot get any place in South Bombay

**17.15 hrs.** [MR. SPEAKER *in the Chair.*]

All the offices are in South Bombay and we are staying far off because there is no place to stay in South Bombay. And if it is a social responsibility, then it is to be borne by you. The Vajpayee Committee in 1980 submitted its Report and in that Report they have suggested that rates of season tickets should be doubled. Now they are already doubled. Again they have increased those rates this year and they are talking of increasing again In his speech, the Railway Minister has said that there may be a need that they may have to increase the season tickets rates in this year again. Why? Are they in loss? No. Is it not their social responsibility? If all the offices are in South Bombay and we have to stay far off, then to fetch us to Bombay V.T is the responsibility of the Railways. It is a social responsibility. We are serving the Government or other organisations. So, I think the first decision we expect by the Railway Minister should be that there will be no more season ticket fare increase. That is the first expectation from him.

At the same time, there are other things which we need. Dombivali is in my constituency. A person at Dombivali comes to Kalyan daily He starts from his residence at about 7.30 a.m. and comes to Kalyan. Then only there is a possibility that he may get a seat. Then he goes back to V.T. That means he has to travel everyday for more than thirty minutes only for getting one seat, and that too in First Class, for which you are going to increase the fare by Rs. 64 per month and again you are thinking of increasing in this year itself. I think when the commuters say that please do not increase any more fare, then they have some reason and you should accept it.

The other thing is that the Dombivali Terminus proposal is lying with the Railway Board. The General Manager has submitted the proposal for Rs. 96 lakhs a year before. It is just Rs. one crore and they have not accepted it.

Then, Sir, on Divabasi railway line, there is mail train going on the main line, there is goods train going, but no suburban train is going.

Then, about Thakurli power house, his predecessor Mr. George Fernandes had given an assurance that Thakurli power house, which is closed, which is their own power house, would be started again. What about starting that power house again?

Then, Sir, what about remodelling Thane station? The last question I would like to ask is about Sanpada station. CIDCO is prepared to spend twice of whatever you spend and they have suggested to take it up. That Sanpada station is just near the Agricultural Produce Market. They are prepared to spend twice the amount you spend and that Sanpada station is on Belapur-Mankhurd railway line. That line is most important because most of the people of South Bombay will be coming to this site and thereby they will be helping others. That means some decongestion will be there. But this Sanpada station proposal has not been accepted. Then they have asked about Juinagar-Thane railway line. They have suggested about Kalwa-Turbha doubling, and they are prepared to spend twice the amount you spend. But you have not cleared any proposal of CIDCO. Once this line is completed, then CIDCO will not spend for it. Then Government of Maharashtra will also not spend for it. You will have to spend the whole amount. So you at least decide it urgently because that is nearing completion.

Then we should expect, at least, some meagre things from you—say punctuality. I am now going to Bombay by the night plane. But I am not sure whether I can reach my home tonight or even tomorrow because the railways might or might not be working. In this rainy season, at least for eight days the trains could not reach from Bombay V.T. to Kalyan. A person had to stay for eight days wherever he was in the last one month. About today also, naturally when there was rain in Delhi, we can expect rain in Bombay.

I would like to ask you about rakes. Are you going to provide more EMU rakes now with all these lines? If there are no more EMU rakes, how are we to travel? When there is so much of congestion in the coach cannot we expect that at least the fans should be working.

Then about the cleanliness in the stations, I would request you to please visit my constituency at the earliest and see how the stations are kept. You may see the position even during your visit. If it is a surprise visit, then the problem will be very clear to you. If you are thinking of handing over the whole matter to a person outside your organisation. We oppose it. We expect more cleanliness from Railways and from railway servants only and not through another agency which we may not be able to control.

To conclude, I will just tell you about the position of all the suburban railways which are run by the Railways at Calcutta, Madras, Bombay and Delhi.

In Calcutta 11 lakh people travel daily, in Madras four lakhs and in Bombay 43 lakh people travel. How many people do travel in a coach? In Calcutta it is 200, in Madras it is 150 and in Bombay it is 400. So, here again, the figure of Bombay is double to that of Calcutta. The trains, in Calcutta it is 1,225, in Madras 477 and in Bombay 1,450. So, for 43 lakh people only 1,450 trains are there.

Sir, the new expenditure for Bombay is much less than Calcutta. So, please stop this step-motherly attitude and help us to come out of it.

**17.24 hrs.**

## MESSAGE FROM THE PRESIDENT

*[English]*

MR. SPEAKER: I have to inform the House that I have received the following message dated the 20th July, 1991 from the President -

"I have received with great satisfaction the expression of Thanks by the Members of the Lok Sabha for the Address which I delivered to both Houses of Parliament assembled together on the 11th July, 1991"

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**17.25 hrs.**

## RAILWAY BUDGET, 1991-92—GENERAL DISCUSSION—*Contd*

## AND

## Demands for Grants (Railways), 1991-92—*Contd.*

*[English]*

MR. SPEAKER: Now, Shri V. Krishna Rao may speak

*[Translation]*

*SHRI V. KRISHNA RAO (Chikaballapur): Mr. Deputy Speaker, Sir, I congratulate the Hon'ble Railway Minister for presenting a very good railway budget It is a budget of the common man and I wholeheartedly welcome it I would be failing in my duty if I do not congratulate the Hon'ble Prime Minister for giving the railway portfolio to Mr. Jaffer Sharief, who is an efficient administrator. A step-motherly attitude is shown to Karnataka regarding the raliway facilities are concerned. There is wide gap between North and South in the development of railways In South if you compare the development of railways it becomes very clear that Karnataka has been negleted very much. Andhra Pradesh, Maharashtra, and Tamil Nadu have sufficient railway facilities and injustice has been done to Karnataka in this regard. I have no words to explain this injustice. Regarding double lines and electrified lines there is no room to compare Karnataka with other States as neither double line nor electrificd line exist in the State. I hope that the Hon'ble Minister would do his best in removing these disparties between States. The Hon'ble Minister is a well experienced person and there is no need to tell him greater details It is during his period as Railway Minister that a wheel and axel plant was set up in Bangalore I request him to create more job opportunities to the people of Karnataka in the railway departments

Bangalore is not only beautiful but also a fast expanding city in the country Bombay and Madras have circular railway There is no ring railway facility in the city of Bangalore. Students, merchants, Govt employees and other employees are finding it most difficult to move from one place to another The roads are narrow and even the vehicles like buses and cars are stranded for a long time Hence it is high time for the centre to think about this matter seriously and to sanction a circular railway to the garden city

The people of Karnataka are demanding the centre to set up South West Railway Zone in the State At present different parts of the States are included in different zones and this has hampered the development of railways in Karnataka. The only solution for this problem would be to set up South West railway zone m Karnataka

There is a primitive narrow gauge line between Yelahanka and Bangarpet. This is a very important railway line in my constituency. Potato is grown abundantly in Chikaballapur area and it is being sent to Simla, and other far off places in the country. Potato is being exported to

*English translation of the speech originally delivered in Kannada.

Rangoon, Singapore and other places. Hence the farmers are demanding for the conversion of this narrow gauge into broad gauge. If this line is connected to Tirupathi *via* Sreenivasapura and Madanapalli it would be more useful to the farmers and traders of my constituency. I hope that hon'ble Minister would do the needful in this regard. I also request him to provide an inter connection line between Chikkaballapura and Gowribidanur.

It has been stated in the budget that the conversion work between Bangalore and Mysore would be completed by the end of 1992. I am happy to hear this and on behalf of the people of Karnataka I express gratitude to the Govt. of India and the credit should go to the Hon'ble Minister of railways.

Railway line between Bangalore and Miraj is one of the main links between Northern India and Southern India. Unfortunately this has not been converted into broadgauge despite repeated demands by the political leaders and the people of Karnataka. This work has to be taken up at the earliest to avoid frustration of the people in the entire State. Similarly the construction work between Chitradurga and Royadurga should also start at the earliest.

An amount of 51 crores has been provided for the Konkan railway project. I urge upon the Govt. to speed up this vital railway project.

The time that is taken to travel from Krishnarajapuram to Kuppam is equivalent to the time taken to travel from Kuppam to Madras. Hence doubling of this line is very essential and it should be taken up immediately. Electrification between white field and Jolarpet is pending for a pretty long time. I believe that the Hon'ble Minister would get the credit for completing this important work.

I feel sorry to state that there is no direct railway line between Bangalore and Hyderabad. These two capital cities of Karnataka and Andhra Pradesh are badly in need of a direct broad gauge railway line. At present there is one round about rail link but it is of no use. People mainly depend upon buses to go to Hyderabad from Bangalore and vice versa. Buses leave Bangalore Bus station from 6 P.M. upto 12 midnight and one can see passengers sitting on the top of the buses. Therefore a direct broad gauge line should be provided between these two cities via Gutti, Gaja Kuda and Kurnool. This line would reduce the journey time of the Karnataka Express running between Bangalore and New Delhi by at least six hours.

Most of the State capitals have four or more trains linking them with New Delhi. There is only one train between Bangalore and New Delhi. Getting reservation has become very difficult. I request the Hon'ble Minister at least to add four more bogies to Karnataka Express. The duration of journey of this train should also be reduced. This train leaves New Delhi at 11.20 P.M. which is most inconvenient to the passengers and it should be changed with immediate effect. This train should stop at Gowribidanur at least for two minutes as it is the last and important railway station of the State.

Food that is provided in the trains is not at all good. Immediate steps should be taken to improve the quality of food and to maintain cleanliness in the bogies.

Under the able administration of the Hon'ble Minister I hope that Karnataka would reach new heights in the development of railways.

Sir, I thank you for giving me this opportunity to speak and with these words I conclude my speech.

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**17.37 hrs.**

## BUSINESS ADVISORY COMMITTEE

**Second Report**

[*English*]

THE MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS AND MINISTER OF STATE IN THE MINISTRY OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI RANGARAJAN KUMARAMANGALAM): I beg to present the Second Report of the Business Advisory Committee

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**17.37½ hrs.**

## RAILWAY BUDGET, 1991-92-- GENERAL DISCUSSION- *Contd.* AND

**Demands for Grants (Railways, 1991-92- -*Contd.***

[*Translation*]

SHRI KAMALA MISHRA MADHUKAR (Motihari) Mr. Speaker, Sir, both myself and the hon. Minister of Railways have grown old over the years but I have been asking the same question and he has been giving the same reply I was an M.P. 16 years ago and again I have been elected and again I am putting the same question. The question is that our area is a very backward area You are aware that Champaran was the place of activities of Gandhiji But no attention has been paid to its development On several occasions I made a demand for the conversion of Muzzaffarpur-Narkatiyaganj line into a broad gauge line This has repeatedly been demanded by the people of the area and agitations have also been launched for this. Even then no attention has been paid to it. Therefore, I would like that at least the hon. Minister should get this work done so that alongwith Mahatma Gandhi, he will also be remembered in the area. At least, the Muzzaffarpur--Narkatiyaganj line should be converted into a broad-gauge line. Similarly, foundation stone of Chhitoni Bridge was laid by the former Prime Ministers and former Ministers of Railways on several occasions but from the allocation made in the present Railway Budget, it seems that the bridge cannot be completed even in 20 years. I am of the view that with the construction of this bridge, people of Uttar Pradesh and Bihar will be largely benefited Therefore, attention should be paid to it and higher allocation for this should be made in the Railway Budget so that construction work on this bridge could be speeded up.

One more thing that I would like to submit is that more allocation should be made for the construction of the railway bridge on the Gandak river near Hajipur in the North Eastern Railway. A broad gauge line is being constructed at Hajipur which will terminate at Betia *via* Hajipur, Lalganj, Kesaria, Araiaj, Paharpur etc. Thousands of people are living on the banks of Gandak They have to cover at least 40-50 kms to reach the station and they usually miss the train as no other mode of transport is available there. It is a very backward area. As such you should keep in mind that place and at least give an assurance for making a survey of this area. After the survey a decision, which may be considered economical, should be implemented.

I would like to draw your attention towards the pitiable condition of the passenger trains running between Muzzaffarpur to Narkatiyaganj. Now, I am a Member of Parliament and by virtue of my position you have given me a first class ticket. Before becoming a Member of Parliament, I had to go round places as a party worker for 4-5 years. The condition of trains are pitiable. All the dilapidated bogies are perhaps meant only for Champaran. The Department of Railways have annexed all these compartments to the trains running between Narkatiyaganj and Muzaffarpur. The passengers face

a great deal of hardships due to lack of lavatories and non-availability of electricity and water in these trains. As such, they should be replaced by better quality of carriages. Similarly, the obsolete engines are being run on that route. Consequently the train takes half an hour to cover the distance from one station to another. There are occasions when the engines develop some fault and the passengers are forced to get down. Please pay attention to these problems because this does not involve a very huge amount of expenditure. Similar is the case with Motihari station. You should be aware of the fact that after coming from Africa, Mahatma Gandhi stayed in Motihari while on his way to Champaran to launch an agitation against indigo plantation. His Ashram was in Bidharva and he launched his movement in the entire Champaran district against indigo plantation. As such, the name of Motihari is linked with the freedom struggle and it is an irony of fate that the condition of Motihari station is lamentable. I urge that the condition of the station should be improved

Besides, the city of Motihari is the headquarter of Champaran district. The reservation quota in Bombay, Delhi or Calcutta-bound trains is very limited, causing hardships to the passengers; and they have to go either to Muzaffarpur or Patna for getting reservations. You can well imagine the plight of a person who has to cover a distance around two hundred kilometers for getting reservation. Hence the quota from Motihari in these trains should be increased in the light of the demand made by the people living there At the same time I submit that the number of coaches in those trains should invariably be increased to meet the heavy traffic of passengers on this section. If you get an opportunity to visit Champaran, you would find people travelling on roof top of the compartments or hanging outside the bogies holding the hands of their co-passengers and it is only because of too small a number of bogies in the trains. Keeping this in view, please pay attention to overcome these hardships. Alongwith this you have made a mention of overhead bridge. While I was a Member in the Advisory Committee of the Ministry of Railways and Sethiji was the Minister of Railways, he had promised that an overbridge would be built at Motihari and the construction work has already been started but for years together the construction work is progressing at snail's pace. You should pay attention towards it and try to complete the ongoing work at an early date. As such all my suggestions, if implemented, will not involve heavy expenditure on exchequer. You are stating that you would extend your cooperation for this. With these words, I oppose your budget but I have made some economical suggestions with regard to that area, I am sure that the .....(*Interruptions*).....

THE MINISTER OF RAILWAYS (SHRI JAFFER SHARIF): Then why are you opposing?

SHRI KAMALA MISHRA MADHUKAR: It is our duty to oppose because I disagree with your policies. Sharif Saheb, this is our duty to oppose and we will oppose your party as well as your policies. As such, I would like to draw your attention towards these problems being faced by the people of Champaran and Muzaffarpur districts so that you can extend your cooperation in solving these issues.

[*English*]

SHRI SHARAD DIGHE (Bombay North Central): Mr. Speaker, Sir, I rise to support this Railway Budget presented by the hon. Railway Minister. In a way it is a truncated Budget because the Interim Budget was already presented for the first three months of the financial year and the problem of the Railway Ministry was to present for the rest of the year the Railway Budget and

[Sh. Sharad Dighe]

to review, really speaking, the performance of the other Government till this Government came into power. But even then I must congratulate the Railway Minister for having ably presented this Railway Budget with a modest surplus in this Budget. He has also given or shown some new projects, some new lines and conversion of gauge and also shown his determination to tackle some of the problems which are facing the Railway Ministry.

Sir, in fact, there are three or four decisions he has taken in different fields where he is going to take determined steps as far as those fields are concerned. I will come to those subjects later on. But I would first take this opportunity to strongly put my opposition on record as far as the season ticket fares are concerned. The Railway Budget has no doubt proposed, on 2nd Class monthly season tickets, increase ranging from Rs. 4/- to Rs. 16/- and for First-Class from Rs. 16/- to Rs. 64/-. It is not only that There is a further veiled threat in the further two paragraphs of this Budget—paras 24.4 and 24.5 wherein it has been stated:

> "Various Expert Committees have, from time to time, recommended that fares for Second Class Monthly Season Tickets should be raised to levels equal to 24 times the single journey fares, in phases. Further, they have recommended pricing the First Class Monthly Season Ticket at a level four to six times the Second Class Monthly Season Ticket..."

Then, the hon. Railway Minister has further stated:

> "It may be necessary to initiate changes in the Monthly Season Ticket fares during the year to bring them to a reasonable level compared to the single journey fares..."

Sir, that suggests that even during this year, perhaps the hon. Railway Minister may come with proposals for further increases as far as the Season Tickets are concerned. I do not know about it. But I do hope that he doesn't come with such proposals.

Sir, as far as the fares and freights are concerned, the Railway Ministry has been relying for several years on these two Committees i.e. the Freight Structure Enquiry Committee (1955-57) headed by Shri A. Ramaswamy Mudaliar and later on the later Committee of 1977-80 headed by Dr. H. K. Paranjape. These Committees have suggested these principles that the Season Ticket fare should be equal to 24 days fare etc. and First-Class fares to 16 times or so. Now my submission is that since these findings have become very old and several facts have been revealed, different aspects are required to be taken into account particularly the facts which were stated in the Status Paper of 1990 given by this Ministry itself. And I am glad and I congratulate the hon. Railway Minister that he has also decided to set up a Rail Tariff Enquiry Committee to review the entire gamut of freight and fare structures and make appropriate recommendations on costing, pricing etc. That is a very welcome decision and I hope that when these recommendations are reviewed in the light of the data that is available and when new minds are applied and new aspects are considered, this whole basis of raising suburban railway season ticket fares would be knocked down and then we will come to the conclusion that suburban railways are not in loss at all and those are not the basis. In this matter, in this respect, I endorse everything what the hon Member Shri Ram Naik has said from the Opposition benches.

Now the suburban railway commuters have to be looked upon with, I should say, some humanitarian point of view. Why do they travel everyday in such crowded trains? It is because we cannot solve the housing problem and they have to stay far away from their places of employment.

This aspect has to be considered because the State Governments cannot provide or solve this housing problem and, therefore, people have to stay far away and travel everyday. Therefore, it is not a pleasure to travel in suburban railways, but it is a compulsion and under those compulsions they travel everyday. Whenever there is holiday they determine not to travel at all. Therefore, when there is a compulsion for living, social aspect will also have to be considered as far as these season ticket fares are concerned

Secondly, as it has been stated, economics also shows that the rise in fares is not justified because trains are very crowded. These recommendations are based on presumption that there are normal facilities in the trains, people travel sitting and normal comforts are there in the trains. But the fact is, ten to twelve times the actual capacity, people travel by these trains and as it is stated by the hon. Member Shri George Fernandes the ex-Railway Minister, it is true that in one square metre, even ten passengers travel. So, if this is the hardship and pity, then we must take a humanitarian view of the matter and should not go on only following certain principles laid down by old committees. Theory aspect should not be applied in such matters. I have already said that they need review. But even at present also, we should not follow these recommendations and we should take a sympathetic view as far as this is concerned. Therefore, I urge upon the Railway Minister to consider this and review and reconsider the matter and drop this proposal as far as hike in the season tickets of suburban railways are concerned. From this point of view I also endorse the suggestion that the time has come to establish even a separate autonomous corporation with an authority to raise funds for improvement of suburban railways in the Bombay Metropolitan region. If such an autonomous corporation is formed, I think not only the question of resources will be solved, but the question of giving amenities to these commuters concerned may also be solved.

For giving further facilities to them, of course so many projects which are pending have to be undertaken. As it has been stated, Borivali-Virar four lines corridor and then further lines and most important of all more coaches will increase the frequency of trains. It was also stated by some hon. Members that there is a talk to drop the 12 coaches trains which are started by way of experiment in Bombay. I will urge upon the hon. Railway Minister not to take such a step but to confirm this system and increase the coaches of all the suburban railway trains to 12 coaches so that more passengers can travel in them.

Connecting to this subject itself I may also point out that manufacturing of coaches of diesel or particularly the coaches which are in shortage will have to be concentrated upon. The present figures which are given raising these productions from the railway coach factory at Kapurthala and other factories also will have to be seriously considered Today the shortage of coaches as stated is 1500 and out of 28000 coaches, over 5500 coaches are still to be replaced. Over and above that, 500 coaches are damaged or destroyed due to civil disturbances etc. So manufacturing of coaches will have to be concentrated upon in any future plan that the Railway Ministry would be considering.

As far as safety is concerned, I must also give credit to the Railway Minister for concentrating his effort in retaining the safety measures. He has also frankly stated that there is room for improvement and no case for complacency. In this connection I may point out that track renewals is also one of the important causes for accidents. If that is neglected, then further accidents may be possible. Therefore the arrears in the track renewals may also have to be looked into seriously and promptly. It has

[Sh. Sharad Dighe]

been stated that in the 7th Five Year Plan the arrears of track renewal fell from 19500 to 12000. It is a very distressing sign and further efforts will have to be made as far as this track renewal is concerned because that is also one of the reasons for the probable accidents. If old tracks are not removed, then further accidents may occur.

MR. SPEAKER: How much more time does the hon. Member require?

SHRI SHARAD DIGHE: I will complete if you give me three or four minutes.

MR. SPEAKER: OK. We rise only after you finish.

SHRI SHARAD DIGHE: As far as Konkan railway is concerned I am glad that it is fully provided now as far as the financial side is concerned. But as was pointed out a part of the financial resources come from the public bonds amounting to Rs 250 crores.

**18.00 hrs.**

That will also have to be looked into by the Railways. It will not be sufficient merely to say that we had fulfilled our responsibility. Ultimately the Railway project must be completed. Other aspects of this project will have to be looked into.

It is stated that Mankhurd-Belapur railway line is nearing completion and I must congratulate the hon. Railway Minister for this good work because this railway line connects the main Bombay Island with the New Bombay. The purpose of New Bombay itself is to have expansion as far as Bombay is concerned and also to remove congestion of population from Bombay. There it is a must and I am glad that it would be completed within a few months now.

As far as privatisation is concerned, I agree with the view that has been expressed, that privatisation in the sphere of cleaning, namely scavengers should not be done. It is not welcome at all because then the lowest strata of employees in the railways would be thrown to the volves; contract labours will not get the benefit of the railway service; they will be deprived of the benefits of the railway service; and that they will be fully exploited by the contractors. Therefore, as far as this privatisation is concerned, the idea may be dropped. It is a very dangerous idea.

Many other aspects are also there, but I do not want to take the time of the House.

But, I would again say that the question of raising the season ticket fares must be reconsidered, should be dropped. That is the unanimous demand of the MPs of Bombay, irrespective of parties All the four MPs who have been elected on the Congress ticket feel that that should be dropped. I find that even the BJP MPs are also supporting us. Therefore, I would urge upon the Minister to reconsider this.

With these words, I support this Budget which has been presented.

MR. SPEAKER: The House stands adjourned to meet again on Wednesday, the 24th July 1991 at 11 a.m.

**18.02 hrs.**

*The Lok Sabha then adjourned till eleven of the clock on Wednesday, 24, 1991/Sravana 2, 1913 (Saka)*

MGIPCRE—S4—12 LSS/ ND/91—6-11-91—700.